THE

Bombay Gazette.

No. 55,643—NEW SERIES. BOMBAY:—MONDAY, MAY 13, 1912. PRICE: ONE ANNA

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

SHIPPING.

PENINSULAR AND ORIENTAL S. N. COMPANY.

MAIL SERVICE.

LIST OF DEPARTURES FROM BOMBAY FOR MARSEILLES & LONDON, WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing, 2-30 p.m.	Steamers.	Tons.	Connecting at Aden with	Tons.
1912				
18th May.	ARABIA	9000		
25th "	SALSETTE	6000	MALWA	11000
1st June.	PERSIA	8000		
8th "	SALSETTE	6000	CHINA	8000
15th "	MOOLTAN	11000		
22nd "	CALEDONIA	8000	MACEDONIA	10512
29th "	INDIA	8000		
6th July.	SALSETTE	6000	MOREA	10890
13th "	CALEDONIA	8000		
20th "	SALSETTE	6000	MARMORA	10600
27th "	ARABIA	9000		
3rd Aug.	SALSETTE	60 0	MOLDAVIA	11000
10th "	PERSIA	8000		
17th "	*AL ETTE	6000	MALOJA	12131
24th "	HIMALAYA	7000		
31st "	SALSETTE	6000	MANGOLIA	10000

All the above Regular Mail Steamers are fitted with *WIRELESS TELEGRAPHY.*

Passengers for Brindisi tranship to connecting Steamer at Port Said.

Tenders leave the BALLARD PIER, on day of sailing. All passengers must attend at that place at 12-30 P. M. for medical inspection by the Health Officer of the Port.

Friends of Passengers cannot go on board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AUSTRALIA, AND NEW ZEALAND.

The Company's Steamers leave Bombay fortnightly usually on WEDNESDAY, taking passengers for the Straits, China and Japan, and Return Tickets are issued on favourable terms.

For Accommodation and further information, apply to

W. C. SYMES,
Superintendent.

Bombay.

GRINDLAY, GROOM & CO.,

BANKERS, ARMY, & PASSENGER AGENTS
BOMBAY.

PASSAGE & SHIPPING.

PASSAGES	Booked without charge.
BERTHS	Carefully Selected.
STEAMER PLANS	Sent for Inspection.
HANDBOOK	Giving details of Fares, Sailings, &c., gratis.
BAGGAGE	Shipped and Insured.
PASSENGERS	Met on arrival.

CALCUTTA: GRINDLAY & Co.
LONDON: GRINDLAY & Co.

ANCHOR LINE.

REGULAR SAILING FROM BOMBAY TO MARSEILLES AND LIVERPOOL.

The following SAILINGS have been arranged:—

HOMEWARD PASSENGER SEASON 1912.

Steamer.	Tonnage.	Captain.	Leave Bombay.
*Elysia	6383	J. Coverley	17th May 1912
Massilia	5091	J. Thomson	2nd June "
Olympia	5124	J. Kinnaird	16th June "
*Circassia	6716	C.F.Osborne R.N.R.	6th July "
Scindia	5106	Wm. Kelso	20th July "
*Castalia	6383	G. Mitchell	4th Aug. "
*Elysia	6383	J. Coverley	18th Aug. "
Massilia	5091	J. Thomson	9th Sept. "
Olympia	5124	J. Kinnaird	22nd Sept. "
*Circassia	6716	C.F.Osborne R.N.R	11th Oct. "
Scindia	5106	Wm. Kelso	23rd Oct. "
*Castalia	6383	G. Mitchell	8th Nov. "
*Elysia	6383	J. Coverley	21st Nov. "

* Fitted with Marconi wireless telegraphy.

FARES.

	Single.	Return
Bombay to Suez	Rs. 413	627
Bombay to Portsaid	" 446	677
Bombay to Marseilles and back from Liverpool	" 578	924
Bombay to London Overland from Marseilles and back from Liverpool.	" 653	999
Bombay to Gibraltar	" 590	891
Bombay to Liverpool	" 605	957
Bombay to New York	" 903	1,340
Bombay to Cairo, including train fare from Suez	" 446	

All return tickets are available for 2 years.

Concessions granted to families, Railway employees, Hospital Nurses, Missionaries, Tea planters, &c.

Each steamer carries a duly qualified Surgeon and experienced stewardess and is fitted with every comfort.

All steamers have electric lights and electric fans in every cabin free of charge.

Officers of the Army are exempted from the penalty attached to overstaying their leaves by reason of delay in arrival of steamer, provided it is timed to arrive within the period of their leave.

The advertised rates to Europe include a passage by I. G. N. Co.'s steamer between Karachi and Bombay.

For any further information regarding passage, apply to the undersigned,

W. & A. GRAHAM & Co.,
AGENTS, Bombay

BOMBAY AMERICAN LINE.

DIRECT SAILINGS MONTHLY.

TAKING CARGO FOR NEW YORK, BOSTON, PHILADELPHIA, OR BALTIMORE.

For further particulars regarding freight, etc., apply to

W. & A. GRAHAM & Co.,
TURNER MORRISON & Co.,
Agents.

SHIPPING.

BRITISH INDIA STEAM NAVIGATION COMPANY, Ld.

INTEND TO DESPATCH STEAMERS AS FOLLOWS:—

FOR KARACHI.

Weekly from Victoria Dock.

Steamers.	Tons.	Sailing.	Date.	Time.	Route via.
‡ Linga	2185	Mon.	13th May	11 a.m.	P. D. & C. M.
* Kola	1205	Thurs.	16th May	9 a.m.	C. M.
† Lhasa	2184	Friday	17th May	6 a m.	direct.

‡ Porebunder, Dwarka and Cutch Mandvie.
* Cutch Mandvie.
† Or later on arrival of English Mail Steamer.

FOR KARACHI AND BUSSEH (Weekly).

S. S. Kola, 1205 tons, on Thursday, 16th May. calling at Muscat, Linga, Bushire, and Mahomerah.

FOR PERSIAN GULF PORTS.

S. S. "Putiala," 2998 tons, on Wednesday, 15th May, calling at Verawal, Mangrol, Karachi, Pasni, Gwadur, Charbar, Muscat, Jask, Bunder Abbas, Dubai, Linga, Bahrein, Bushire, Koweit, Mahomera and Busreh.

FOR EAST AND SOUTH AFRICA. (Monthly.)

S. S. "Pentakota," 3418 tons, on Thursday 16th May, calling at Seychelles, Mombasa, Zanzibar, Mozambique, Beira, Delagoa Bay and Durban.

FOR COAST PORTS, AND CALCUTTA.

S. S. "Orissa," 5436 tons, on or about 16th instant.

FOR RANGOON OR CALCUTTA (Direct.)

Frequent sailings, with onward connections to ports in Arracan, Burma, Straits Settlements, Mauritius, Australia, and New Zealand.

Terms and rates of freight and passage may be arranged with

MACKINNON, MACKENZIE & CO.,
Agents,
Nicol Road, near Ballard Pier, BOMBAY.
13th May, 1912.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY.
Caledonien	4130	...Melber	6th June 1912.
Sydney	4113	...X	4th July 1912.
Dumba	5583	...dellier	1st Aug. 1912.
Australien	6365	...X	29th Aug. 1912.
Sydney	4113	...Gary	26th Sept. 1912.

PASSAGE FARES "B" RATE.

	I class	II class	III class
To Marseilles (single)	...Rs. 594	495	225
Do. (return)	...Rs. 891	743	405
To London (single)	...Rs. 663	528	270
Do. (return)	...Rs. 990	792	495

INTERCHANGEABLE TICKETS.

RETURN TICKETS can be made available for one way by the Messageries Maritimes, and the Return Voyage by the Austrian Lloyd's or the Navigations General Italiana's at Reduced Fares.

TO AUSTRALIA DIRECT AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

One sailing every four weeks.

For further particulars apply to—

H. WILLIAMS,
Alexandra Building Hornby Road, Agent.

SOCIETA' NAZIONALE DI SERVIZI MARITIMI (RUBATTINO LINE.)

BOMBAY to NAPLES and GENOA direct

FOR BRINDISI and VENICE (transhipping at PORT SAID.)

Vessels.	Tons.	Captains.	To sail on
Sicilia	6,000	D. Maganzini	15th May 1912.

RATES TO THE ABOVE PORTS INCLUSIVE OF WINE AND FANS.

	1st Class	2nd Class	3rd Class
Single Ticket from	Rs. 450 to 550	Rs. 350	Rs. 165
Return Tickets available two years from	Rs. 675 to 825	Rs. 525	Rs. 247

Through and Return Tickets to LONDON on application.

Through Tickets to New York in connection at Naples or Genoa, 1st Class, Rs. 749. Special Rates for Missionaries. Passengers for Europe have the option of going via Genoa and returning via Venice or vice versa, and can break journey at any port on route.

INTERCHANGEABLE RETURN TICKETS.

are issued to return either by the Messageries Maritimes from Marseilles or by the Austrian Lloyd from Trieste.

BOMBAY TO SINGAPORE, KOBE AND HONGKONG.

Vessels.	Tons.	Captains.	To sail on.
Ischia	6,000	Balsito	16th May 1912.

Through bills of lading for Mediterranean, Black Sea and American Ports issued.

SALOON Fares to COLOMBO, Rs. 75; to PENANG, Rs. 140; to SINGAPORE, Rs. 165 and to HONGKONG, Rs. 220.

Subject to alterations.

G. DEGROSSI,
Agent.

Elphinstone Circle.

WILLIAM J. KEYMER & CO.

BUYING AGENTS. PRODUCE AGENTS

BUYING DEPARTMENT.—WM. J. KEYMER & CO. having for many years been large Exporters to the East of HARDWARE, METALS, MACHINERY STORES and GENERAL MERCHANDISE offer their services to Firms abroad.

CATALOGUES OR QUOTATIONS FURNISHED. CLOSEST PRICES ASSURED.

PRODUCE DEPARTMENT.—WM. J. KEYMER & CO. undertake the Sale of EASTERN PRODUCE on commission.

GENERAL AGENCY BUSINESS carefully conducted. Correspondence Invited.

CODES USED—A1, A.B.C., International, Private, &c.

WILLIAM J. KEYMER & Co.,
66 FENCHURCH STREET, LONDON, E.C.

BANKS.

NATIONAL BANK OF INDIA, LD.

SUBSCRIBED CAPITAL.....£2,000,000
PAID UP CAPITAL.....£1,000,000
RESERVE FUND.....£ 900,000

HEAD OFFICE:
26, BISHOPSGATE, LONDON E. C.

BRANCHES:

Calcutta,	Cochin,	Zanzibar,
Bombay,	Chittagong,	Mombasa,
Madras,	Rangoon,	Nairobi,
Karachi,	Mandalay,	Nakuru,
Lahore,	Colombo,	Kisumu,
Amritsar,	Kandy,	Jinja,
Delhi,	Newara-Eliya,	Kampala,
Cawnpore,	Aden (Camp.)	Entebbe.
Tuticorin,	Aden, (Steamer Point)	

FIXED DEPOSITS.—The Bank receives DEPOSITS FIXED for one year and shorter periods, at Rates of Interest to be ascertained on application.

CURRENT DEPOSITS ACCOUNTS are opened for approved Customers, and interest is allowed at 2 per cent. per annum on daily balances from Rs. 1,000 up to Rs. 1,00,000, but no interest is allowed when the sum accrued does not amount to Rs. 5 half-yearly,

BILLS OF EXCHANGE, payable in the principal Cities of Europe, India, China, Africa, and Australia purchased or collected.

DRAFTS are granted on the Head Office and Branches of the Bank and on the principal Cities of Europe, Africa, America, and Australia. Remittances may be made by telegram.

The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares and receive same for safe custody, realising Interest and Dividend, when due.

LOANS and CASH CREDITS granted on approved Securities.

Post Box No. 141. BOMBAY. RALPH KIDD, Acting Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£ 1,500,000
SUBSCRIBED CAPITAL	£ 1,125,000
PAID-UP CAPITAL	£ 562,500
RESERVE LIABILITY OF SHAREHOLDERS	£ 562,500
RESERVE FUNDS	£ 335,000

HEAD OFFICE:
40, Threadneedle Street, London, E C.

LONDON BANKERS
The Bank of England,
The London Joint Stock Bank.

BRANCHES AND AGENCIES:
BOMBAY, KARACHI, CALCUTTA, Sub-Branch HOWRAH (Calcutta), RANGOON, MADRAS COLOMBO, KANDY, GALLE, SINGAPORE KUALA LUMPUR, KOTA BAHRU (Kelantan) PENANG, HONGKONG, SHANGHAI.

The Bank negotiates and collects Bills and grants Drafts payable at its Head Office and Branches, and issues Letters of Credit for the use of Travellers.

The Bank receives Deposits on the following terms:—

CURRENT DEPOSIT ACCOUNTS,

Interest allowed at 2 per cent. on the daily balance if not under Rs. 1,000 and not exceeding Rs. 1,00,000. Sums over Rs. 1,00,000 will be received on terms to be ascertained on application.

FIXED DEPOSITS,

Rates for Fixed deposits for 12 months and shorter period to be ascertained on application.

The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares, and receives same for safe custody realising interest and dividends when due.

A. SCOTT SMITH,
Esplanade Road, Bombay. Manager.

COX & CO.,
BANKERS AND AGENTS

ESTABLISHED 1758.

Registered under the Companies (Consolidated) Act 1908.

CAPITAL PAID UP.....£400,000
RESERVE.....£ 50,000

HEAD OFFICE:—16 Charing Cross, London.
BRANCHES:—Bombay, Calcutta, Karachi, Rawal Pindi, Murree and Srinagar (Kashmir).

BANKING BUSINESS of every description transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received, rates of INTEREST to be obtained upon application.
SAVINGS BANK ACCOUNTS opened, terms on application.
LETTERS of CREDIT issued, and DRAFTS granted on London at the Current Rate of Exchange and on Branches and Agencies throughout India.
TELEGRAPHIC REMITTANCES made and ADDRESSES Registered in London free of charge.
INSURANCES of every description effected.
SHIPPING, PASSAGE AND AGENCY BUSINESS of every description, including IMPORT and EXPORT OF CARGO and BAGGAGE, with STORAGE of Baggage and other goods, effected by COX'S SHIPPING AGENCY, Limited, in connection with Messrs. Cox & Co., SAILING LISTS and HANDBOOK supplied on application.
A copy of the half-yearly Balance Sheet will be forwarded on application.

HEAD OFFICE:
16, CHARING CROSS, LONDON, S. W.

THE YOKOHAMA SPECIE BANK, LD.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL	... Yen.	48,000,000
PAID-UP CAPITAL	... ,,	30,000,000
RESERVE FUNDS	... ,,	17,500,000

HEAD OFFICE:—YOKOHAMA.

BRANCHES AND AGENCIES AT:—

Astnag-Haisa	Fengtian (Mukden)
Bombay	Nagasaki
Calcutta	Newchwang
Changchun	New York
Dairen (Dalny)	Osaka
Hankow	Peking
Hongkong	Ryojun (Port Arthur)
Honolulu	San Francisco
Kobe	Shanghai
Liaoyang	Tieling
London	Tientsin
Lyons	Tokyo

CURRENT DEPOSIT ACCOUNTS are opened for approved customers, and interest is allowed at two per cent. per annum on daily balances of Rs. 1,000 upto Rs. 100,000, provided that the amount of half-yearly interest is not less than Rs. 5.

FIXED DEPOSITS are received for one year and shorter periods on terms which may be ascertained on application.

Every description of BANKING and EXCHANGE business transacted.

N. IGARASHI,
Manager.

Post Box No. 207,
Hornby Road, Fort, Bombay.

LAYS OF THE LAW.—A Selection of Six Leading Cases. By W. H. H., Bc. I. Apply No. 404 care of "Bombay Gazette" Office.

CHOICE OF A PIANO.

THE choice of a Piano in these days is somewhat difficult of solution as one has so many makes offered in India all of which are "the best" from the manufacturers or the retailers point of view. To the uninitiated we would offer the advice that they cannot do better than follow the example of the authorities of the Leipzig Conservatorium of music who have given the matter of choice of Pianos most careful and thorough consideration from all points, with the result, that at this celebrated institution of which Mendelssohn was the first Director only Bluthner Pianofortes are purchased and nearly one hundred Grands are in constant use. Bluthner Pianos are without doubt the best value in India that has ever been offered to the public. We are Sole Agents for these superb instruments and we offer special facilities for the acquisition of these Pianos by those to whom payment by instalments is more convenient than payment of the whole purchase price at the time of selection.

We are prepared to take the Pianofortes of other makers, irrespective of age or condition, at their full value, in part payment for instruments purchased from us, either for Cash Payment or Deferred Payment.

An expert will be sent to examine and report upon any Pianoforte which it may be desired to exchange.

SOLE AGENTS FOR:

BLUTHNER PIANOS,

MARCKS & Co., LTD.

BOMBAY AND POONA.

SOLE AGENTS FOR INDIA FOR

ANTIMALARIC RANA

The incomparable specific against MALARIC FEVERS Prepared by the Chemist.

FRANCISCO RANA OF BARI IN ITALY.

CITRATE, (by A. BRIOSCHI & Co., of MILANO) an effervescent drink for the hot weather. Very pleasing to the taste. Every Family House should stock the CITRATE; and to travellers by Sea or Land is beneficial. Highly recommended.

THE ITALIAN STORES

C. COLONNELLO SON & Co.,

105, MEADOWS STREET, FORT, BOMBAY.

MONGINI BROTHERS.

THE FIRM FOR

WEDDING	CAKES.
WEDDING	CAKE ORNAMENTS.
WEDDING	CAKE STANDS.
WEDDING	CAKE BOUQUETS.
WEDDING	CAKE WREATHS.
WEDDING	CAKE BOXES.
WEDDING	FLAGS.
WEDDING	FAVORS.
WEDDING	CRACKERS.
WEDDING	RECEPTIONS.
WEDDING	CONFETTI, Etc., Etc., Etc.

ILLUSTRATED PRICE LIST FREE ON APPLICATION.

25-27-29, Church Gate Street, BOMBAY.

Telegrams:—"MONGIBROS," Telephone No. 325.

ASK THE MAN WHO OWNS ONE

whether he is satisfied with his

VULCAN MOTOR CAR

and he will answer: Yes. It is the sweetest running car I have ever had the pleasure of driving and costs so little to maintain.

TRIAL RUNS ON LATEST MODELS.

By arrangements with the]
SOLE AGENTS.

THE BOMBAY MOTOR CAR CO. LTD.,

11, ELPHINSTONE CIRCLE,
BOMBAY.

SUPPLIERS OF MOTOR CARS BY APPOINTMENT TO

H. E. LORD HARDINGE,

Viceroy and Governor-General of India.

Standard Oil Company of New York,

MARSHALL'S BUILDING,
BALLARD ROAD, BOMBAY.

LARGEST IMPORTERS OF AND DEALERS IN:—

Kerosene and Lubricating Oils.
Motor Spirit: Pratt's and Pegasus Brand;
Pratt's Genuine Spirit or Turpentine Grease.
Paraffine Wax, &c., &c.

KEROSINE OIL BRANDS:—

Snowflake	150°	in cases.	These well-known Brands are imported and sold in cases only.
White Rose	150°	" "	
Chester	125°	" "	
Devoe's	125°	" "	
Monkey	125°	" "	

Elephant 125° in tins, and in bulk from yellow carts.

150° "SHELL"

"SHELL" BRAND CASE OIL.

150°

150° "SHELL"

It is no longer necessary to pay an extravagant price to obtain the best oil.

HAVE YOU TRIED

"SHELL"?

It is the finest American Case Oil.

OTHER 150° OIL COSTS **Rs. 6** PER CASE

REFINED and PACKED **150° TEST** in AMERICA.

NO SMOKE and NO SMELL.

"SHELL" COSTS **Rs. 5-4** PER CASE.

DON'T allow your Butler or Grocer to decide what Brand of oil you burn

SEE THAT YOU GET

"SHELL"

THE BEST OIL FOR THE BEST LAMPS.

"SHELL" 150°

IMPORTED BY

THE ASIATIC PETROLEUM CO., LD.,

GRAHAMS BUILDINGS, BOMBAY.

"SHELL" 150°

GRIMAULT & Co.'s ENERGICAL SYRUP

THE BEST NERVINE TONIC FOR BRAIN AND BODY.

IT is prescribed in cases of Nervous Exhaustion, Neurasthenia, Anæmia, Chlorosis to shorten convalescence, loss of manhood, etc.

SOLE AGENTS:

V. C. DASTUR & CO.,

PRINCESS STREET, BOMBAY.

THE VALUE OF A MAN'S LIFE.

cannot be expressed in money. Yet a trifling neglect of health may mean death. At the first sign of Fever, Ague, or Influenza, take

BATLIWALA'S AGUE MIXTURE & PILLS.
Price Re. 1 each,

BATLIWALA'S TONIC PILLS
for pale people, is a valuable remedy in all cases of overwrought brain work, impotency, weakness, early stage of consumption, and indigestion, etc, etc. Re. 1-8 ans.

BATLIWALA'S TOOTH-POWDER
is scientifically mixed with "Mayaphal" and English antiseptic drugs. Ans. 4, each.

BATLIWALA'S RING-WORM OINTMENT.
cures ring-worm, Dhobies itch in a day.
Ans. 4, each.

Of all the dealers or of

DR. H. L. BATLIWALA J.P.,
WORLI LABORATORY, Dadar, BOMBAY.

PUBLIC NOTIFICATIONS.

NOTICE TO ADVERTISERS.

The insertion of Advertisements in the "Bombay Gazette" is not guaranteed unless they are delivered at the office by 6 p.m. on the day preceding that on which they are to appear.

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

MR. E. STUPARICH, will act as AGENT of the above Company, during the absence of the Undersigned.

W. DENSO,
Agent, Austrian Lloyd S. N. Coy.
Bombay, 13th May, 1912.

NOTICE.

THE PASTEUR INSTITUTE OF INDIA.

THE ANNUAL GENERAL MEETING of the members of the Association of the Pasteur Institute of India will be held in the Drawing Room, Town Hall, Simla, on MONDAY, the 3rd June, 1912, at 4-30 P. M.

The Central Committee will present the Annual Report for the year 1911.

NOTICE.

SEALED TENDERS will be received in the Schools Committee's Office, Bombay Municipality, for the SUPPLY of FURNITURE, to the Municipal Schools, upto 1 P. M., on 5th June, 1912. For particulars apply to THE SECRETARY, Schools Committee.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

TENDERS FOR THE PURCHASE OF SECOND-HAND MATERIAL AND UNSERVICEABLE STORES, VIZ., RAIL PIECES, CAST AND WROUGHT IRON AND STEEL SCRAP, TYRES AND WHEELS SCRAP, ALSO SECOND-HAND BOILER AND ENGINE AND BRASS SCRAP, ETC.

THE AGENT is prepared to receive tenders at his office, Victoria Terminus, Bombay, up to 1 p.m., (S.T.), on WEDNESDAY, the 15th May, 1912, for the purchase of above, which can be seen on application to the Company's Wharf Superintendent, Wadi Bunder, Assistant Storekeeper, Jhansi, and at this Depot.

TENDERS.—These must be made out on the Company's authorized forms, which can be had on application to the undersigned at his office on payment of Re. 2 per copy.

TERMS.—A sum equivalent to 10 per cent. of value of the material tendered for (subject to a maximum of Rs. 1,000 and a minimum of Rs. 200 only), must accompany each Tender as a guarantee of good faith in due fulfilment of contract, failure in which shall entail the forfeiture of the deposit, without the Railway having to prove any loss by the transaction. Only cash or currency notes (on which no interest will be allowed) or Government promissory notes will be received as deposits, and if the latter they must be endorsed in favour of "The Great Indian Peninsula Railway Company, or order."

PAYMENT.—To be made to the Company's Cashier, Bombay, on receipt of acceptance of the offer.

NOTE.—The agent does not bind himself to accept the highest or any Tender.

APPLICANTS are requested not to tender for more material than they are able to pay for and remove WITHIN ONE MONTH from the date of acceptance of Tender.

G. R. WEBB,
General Storekeeper.
General Storekeeper's Office,
Parel, 23rd April, 1912.

THE NEW "REVLUC" PINCE NEZ.

DURING the hot steamy Weather, when your Glasses persist in falling of your nose a pair of "REVLUC" FRAME fitted to your own lenses will be found a great boon.

They are self-adjusting.
There is nothing to break.
They are always Horizontal.
They are the acme of comfort and very strong.
No slipping off the Nose.

Prices of Frames only, inclusive of fitting:—
Nickel, Rs. 3-8, Gold, Rs. 35.

MARCKS & CO., LD.,
BOMBAY AND POONA.

SALES BY AUCTION.

J. S. MODY AND COMPANY,
AUCTIONEERS AND COMMISSION AGENTS.
24-26 Bank Street, Fort.

SALE ON THURSDAY THE 16TH MAY at 2-30 P.M. (S. T.)

AUCTION SALE of VALUABLE HOUSEHOLD FURNITURE.

On THURSDAY, the 16th May at 2-30 P.M. (S.T.), Messrs. J. S. MODY and Co., are instructed to sell by Public Auction in Meadows Street, Fort, opposite Messrs. Treacher and Co., and next to Messrs. King and Co., (where the entire furniture has been removed for sale) very valuable and new designed drawing, dining and bed room furniture by Roberts, Dewji Canji and others, rich glassware and crockeryware, plateware, complete set of Encyclopædia Britannica in 26 Volumes, silk tapestry lined drawing-room, suites of sofas and chairs, Chippendale and Louis pattern cabinets, corner cabinets, single and double mirror door almyrahs, new design chival glass, mirror chest-of-drawers, revolving and glass door book cases, office chairs, sliding dining table, arm and without arm chairs, large mirror sideboard and dumbwaiter, single and double bedsteads, Persian carpet, table, hanging and hall lamps, etc., etc. the property of H. Smith Esqr. and others.

Catalogues will be published and the property will be on view from to-morrow.

J. S. MODY & Co.,
Auctioneers.
Bombay, 13th May, 1912.

BENNETT & COMPANY,
No. 22, APOLLO STREET.

AUCTION SALE of VALUABLE landed PROPERTY SITUATE at GIRGUAM BACK ROAD.

On MONDAY, the 17th proximo at 4-30 P.M., (S.T.), Messrs. BANNEIT and Co. will sell by Public Auction, on the premises by order of the Mortgagee and on account and at the risk of the mortgagor Bhasker Shivram the following property:—

All that piece or parcel of land or oart called and known by the name of Kurward containing by admeasurement two thousand six hundred and sixty square yards or thereabouts together with the several messuages, tenements and buildings and building on the said land or ground including the main building recently erected on the said land by the Mortgagor and which said several premises are situated in Bombay without the Fort at Girgaum Back Road in the Sub-District of Bombay registered in the Books of the Collector of Land Revenue under Old No. 84, New No. 734, Old Survey No. 60 and New Survey No. 7955 and bounded as follows:—that is to say on the north partly by the Girgaum Back Road and partly by the property of Abdulla bin Aboodin, on the south by the property of Parbatibai widow of Asharam Bhunshali, on the east by the property of Bawa Swaminarayan and on the west partly by the public Road and partly the property of Abdull bin Abedeen and which several messuages and buildings are assessed by the Collector of Municipal rates and taxes under Nos. 1, 2, 3, 4, 266, 270, 284 and 286 and which said premises were formerly and are now in the occupation and possession of the Mortgagor and his tenants.

For further particulars and conditions of apply to the Undersigned.

BENNETT & Co.
Bombay, 13th May, 1912.

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TO-NIGHT & EVERY NIGHT
KARLEKAR'S CIRCUS.
AT MAIDANIA
SEE OUR COLLECTION OF ANIMALS
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LIONS, TIGERS, BEARS, LEOPARDS,
MONKEYS, BULLS & GOATS, ALL
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RIDERS, GYMNASTS, CONTORTIONISTS
AND A HOST OF CLOWNS.
DON'T FORGET WE SHOW YOU SOMETHING NEW DAILY.

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CIRCUS TICKETS GIVE FREE ADMISSION TO MAIDANIA.

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Ladies Half Price to Rs. 2 Seats only.
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TO-NIGHT'S BIG ATTRACTION.
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WILL APPEAR IN
HAMLET
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TO-NIGHT! TO-NIGHT!!
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OLD ISSUES of the "BOMBAY GAZETTE," when available, are supplied at the following special Prices:—If of a date over one and within 3 months, 8 annas a copy; over three months old and within 12 months, one rupee per copy; over 12 months old, and additional rupee for each year; and whenever a search is necessary, an additional fee of Rs. 2 must be paid in advance.

JOB PRINTING.—Apply at the "Bombay Gazette" Electric Printing Works, 2, Green Street, Fort.

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in a remarkably short time, often a few days only, Cures discharges (either sex) superseding injections
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CURES TO STAY CURED.
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The best quality of Paints and Oils manufactured by
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of London & Bristol,
can be obtained from all Bazar Dealers.

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THE RETAIL PRICE of "THE BOMBAY GAZETTE," in Poona, Kirkee, &c., is 2 annas per copy.
The rate for Subscribers is now Rs. 26 per annum in advance, post free.

SALES BY AUCTION.

CRAWFORD & COMPANY,
No. 16, APOLLO STREET.

WEEKLY SALE.

THIS DAY, MONDAY, the 13th instant at 2-30 p.m., (S. T.), Messrs. CRAWFORD & Co., will sell by Public Auction, at their Rooms, No. 16, Apollo Street, Fort, a quantity of grey, white and coloured piece-goods and the following:—

Furniture such as cupboards, single and double iron cots, dressing, washhand and writing tables, iron safes, phonographs, American organ, harmonium, 2 light billiard lamp, fan with battery complete, automatic fan, horse zools.
1 ebonized cottage piano by Rose and Co.
1 large Paris-made safe, 62 by 34 by 23 inches.
By order of the Post-Master-General, unserviceable articles such as canvas and drill bags, leather wallets and bags, parcel scales, iron safe, clocks, &c.

At 3 p.m., (S.T.)

Several gents' bicycles by different makers.
1 rubber-tyred shigram with waler horse.
1 English victoria with C. B. gelding.
1 glass fronted brougham.

AUCTION SALE of the Corrugated Roof, Structure and Machinery belonging to the Bombay Cotton Press Co., Ltd., in liquidation.

Under instructions from B. N. Lang Esq., the Official Liquidator of the Bombay Cotton Press, Co., Ltd., in liquidation, Messrs. CRAWFORD and Co. will sell by Public Auction, on WEDNESDAY the 15th day of May, 1912, at 4 p.m. on the premises, at Victoria Bunder, Middle Colaba, near the Tramway Terminus, the property belonging to the above Company consisting of:—

Machinery.—One engine having 2 cylinders each 15 inches in diameter, stroke 24 inches, with a series of 32 pumps about 40 H.P. nominal by Fullerton, Hodgert and Barclay, one steel Lancashire Boiler 20 ft. by 6 ft. with mountings complete, boiler pressure 100 lbs, Donkey for feeding boiler, 2 half presses each 18 1-2 ft. deep, 4 ft. long and 1 4-12 ft. broad, local made for 400lbs. cotton, improved powerful hydraulic cotton bale finishing press, 2 openers, 2 weighing scales, water tank 10 by 10 by 4 ft. blacksmiths' shop tools, 2 hoists shaftings, gearings, bamboo lathes, hand trucks and office furniture.

Building of corrugated roof and walls 80 by 90 by 31ft roof supported on Iron trusses and flooring of teakwood.

The Press is open for inspection.

For further particulars and printed conditions of sale apply to Messrs. Patell and Ezikiel, Solicitors, to the Official Liquidator, at their office, in Cook's Building, Hornby Road, Fort or to the Undersigned.

SALE on SUNDAY 19th MAY.

On SUNDAY, the 19th instant at 2-30 p. m. (S. T.) Messrs. CRAWFORD and Co., are instructed to sell by Public Auction at the Nesbit Lane, Mazagon, opposite the Police Courts, the valuable and handsome teakwood and blackwood household furniture, glassware, crockeryware, platedware, set of dining table mirrored sideboard and dinner waggon, Chesterfield suite of sofas and chairs, marble topped tables and teapoys, side and corner cabinets, iron and teakwook bedsteads, single and double almyrahs, cloths and gown presses, marble topped dressing and washhand tables, lamps, carpets, over strung upright iron grand piano specially constructed for India for S. Rose and Co., American revolving office table, iron safe, large cages etc., the property of E. J. Reuben Esq. and others.

Catalogues will be published and the property will be on view 3 days before the sale.

CRAWFORD & Co.
Bombay, 13th May, 1912.

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FOR THE
MILLION.
SIX ATTRACTIVE ARTICLES
BY
WILFRED RHODES
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J. T. TYLDESLEY
(of Lancashire; England's greatest professional bat).
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(whose hard hitting has revolutionised cricket methods).
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(of Oxford University, Surrey and Gentlemen XI.'s; an Australian Rhodes' scholar).
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(Captain of Surrey; he may yet captain, England).
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(Coach at Oval; a keen student of modern cricket).
WILL APPEAR IN THE
BOMBAY GAZETTE
IN MAY.
These articles are brightly written and full of the vigour of the game. They cover points that thousands of readers like to see discussed by practical cricketers with experience of first-class Cricket.
(3).—MAY 17th.
Great Games I have seen
by J. T. TYLDESLEY.
(4).—MAY 24th.
How to Win Matches
by M. C. BIRD.
(5).—MAY 31st.
The Psychology of Cricket
by P. R. LeCOUTEUR.
(6).—JUNE 7th.
"Googlie" Bowling
by E. H. D. SEWELL.

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CALLED UP £400,000
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Capital Paid up..... Gold $ 3,250,000,00
Reserve Fund..... " " 3,250,000,00
Undivided Profits..... " " 423,677,78

LONDON OFFICE: 36, Bishopsgate, E.C.—

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Quarterly	" 6 8
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See Special Short Advertisements Column.

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For insertions in the amusement Column ... ... Rs. 1½ Per Inch.

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B. O. C.

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Messrs. BULLOCH BROTHERS & Co., Ld., CHITTAGONG.

DAILY MARKET REPORT.

LONDON MARKETS.

LONDON, MAY 10.] [BOMBAY, MAY 11.

FINANCIAL.

	Rates.	Plus.	Minus.
2½ per cent. Consols	78 7-16		un chgd
do. Rentes	92 3-4		un chgd
4 1-2 do. Sterling Loan	94		1-4
3 1-2 do. Gov. Securities	84 3-4		un chgd
Silver in London Spot	27 13-15		un chgd
do. 2 months' sence	28		un chgd
Silver in New York	60 3-8		un chgd
Exchange on London at Paris	25·22		1-2
do. do. at Berlin	20·34		1-2
do. do. New York	4·36 3-4		un chgd
Discount Bank of England Rate	3	since	
do. Short London Bills	9th May		1-16
3 months' sight	2 3-4		
do. Indian Bank Bills			
6 months' sight	3		un chgd
do. 3 months' Fine Trade Bills	3 1-8		un chgd
do. 6 months' Fine Trade Bills	3 3-8		un chgd
Interest day-to-day Loans	2 7-8		un chgd
do. 7 day Market Loans	2 1-4		un chgd

Bar Gold per oz. ... 77-9 unchgd

Exchange on India 30 days' sight (Bank buying rate) 1 3 29-32 unchgd.

COUNCIL BILLS.—EXTRA ALLOTMENTS:—Yesterday.

Bills on Calcutta ... Rs. 63,000 at Is. 4 1-16d. (Delayed owing to mutilation).

Closing Tone of Silver—Indian buying.

SPECIE SHIPMENTS.

Silver to Bombay ... £ 10,000

Bar Gold to Bombay ... £190,000

Sovereigns to Colombo ... £ 3,000

COTTON.

LIVERPOOL—

Spot ... Steady. Fair demand.

Futures ... Quiet.

Manchester ... Quiet with a moderate enquiry.

Total Sales ... 8,000 bales.

Sold on Speculation and for Export ... 500 „

Imports ... 7,000 „

Mid-Americans ... 6·53-6·54

Egyptian F. G. F. Brown ... 9 9-16 unchgd

FUTURE DELIVERY PRICES:—

May-June.	June-July.	July-Aug.	Aug.-Sept.	Sept.-Oct.
6·31	6·33	6·34	6·33	6·30
+03	+04	+03	+03	+02

Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
6·28	6·27	6·26	6·26
+01	+02	+01	+01

New York official noon call July 11·49; Oct. 11·65.

New Orleans 10 a.m. July 12·06; Oct. 11·80.

NEW YORK— Bales.

Day's Receipts at U. S. Ports ... 13,000

„ Receipts at „ last year ... .

„ Exports to Great Britain ... .

„ Exports to Continent ... 13,000

„ Spot Cotton ... 11·65—05

Futures—Month of July 11·42—07 } Advanced on bullish week end figures and declined later on bear pressure and liquidation.

Futures—Month of Oct 11·39—39

NEW ORLEANS—

Spot Cotton ... 11 15-16 unchgd.

Futures—Month of July ... 11·99—05

Do. do. Oct ... 11·70—09

Tone of Spot Cotton ... Steady.

From 8th to 12th April.	Bales.
Receipts at U. S. Ports	59,000
Do. exports to Great Britain	36,000
Do. do. to France & Continent	57,000
Do. do. to Japan	5,000
Stock of cotton at U. S. Ports	597,000
Do. do. at interior Ports	270,000

LIVERPOOL COTTON STATISTICS— Bales.

Total actual Exports	19,000
do Forwarded	106,000
do Imports	84,000
do Stocks	1,316,000
Stock of Cotton in London	4,820

ADDITIONAL QUOTATIONS.

Fair Red Coconada C. I. F. London ... d 4 30-32

Coconada Ginned C I F London ... d 5

G. M. Westerns C I F London ... d 5 12-32

Liverpool, May 10.

Tone Dhoolies and Shirtings... Very quiet and limited business.

Tone Cloths ... Quiet. Prices steady.

Weft American "54" ... 11 1-2

Weft Egyptian "30" ... 17

Tone—Yarn—Market Steady

Weft Egyptian "32" ... 11 3-8

Twist "32" W T C ... 10

Twist "32" B ... 10 3-8

Cloth G 20 36 inch ... 13 3

Twist "36" W T C ... 10 1-4

Twist "36" B ... 10 5-8

Twist "42" ... 11 7-8

Twist American "60" ... 15 3-4

Twist Egyptian "60" ... 16 3-8

Twist Egyptian "80" ... 20 3-4

40s Banner Mill Twist ... 11 1-8

Geo Mayall's Yarn ... 10 7-8

F. G. F. Tinnevelly C I F—Liverpool ... 6 3-16

Buyers or sellers ... Sellers.

Months ... May-June.

WHEAT.

Wheat White Delhi ... Nominal

Do. Months— ...

Do. Name of Ports— .....

Wheat White Karachi ... 38 1-2+1-4

Do. Months— ... May-June

Do. Name of Ports—London—Done.

Wheat Red Karachi ... 38 +1-8

Do Months—May-June—London—Value.

Tone—Firmer.

SOUTH AMERICAN.

Rosario Santa Fe-62lbs. ... ... 38 1-4 unchgd

Do. Month—May—Nominal—Steady.

Barletta Russo 62 1-2lbs ... ... No Sellers

SOUTH AUSTRALIAN.

South Australian ... ... 39 5-8 nett +1-8

Do. Month— ...April—Sellers.

SEEDS.

RAPESEED—

Yellow Cawnpore per 416 lbs 85 p.c ex-ship. ... 52 1-4+1-2

Do. Months— ... June-July

Do. Name of Ports—Dunkirk—Sellers.

Yellow Gujarat, per 416 lbs, 85 p. c. ex-ship ... Nominal

Do. Months— ...

Do. Name of Ports.— .....

Brown Cawnpore ... 49 1-2+1-2

Do. Months—May-June.

Do. Name of Ports—Dunkirk—Done.

LINSEED—

Bombay, per 416 lbs ex-ship ... 69 1-2+1

Do. Months—May-June.

Do. Name of Ports.—Antwerp—Sellers.

Tone—Strong.

Linseed Calcutta ... ... 68-6 +1-16

Do. Months— May-June

Do Name of Port—London—Done—Sellers—Strong.

Linseed Argentine—La Plata ... 60 3-4+3-4

Do. Months—May-June

Do. Name of Ports—Hamburg—Done.

BOMBAY COTTONSEED.—

£7-5-6+0-0-6—June-July—Hull—Sellers—Quiet.

MISCELLANEOUS.

COFFEE—

In New York Fair Rio (No. 7 quality). ... ... 14 1-4 unchgd

RUBBER—

Para Rubber ... ... 4 7 1-4—1-4d

May-June—Value—Dull.

METALS—

Copper Braziers ... £ 81 +1-4

Yellow Metal ... d 7 unchgd

Standard Copper G M S ... £ 70 11-16+3-8

Tin Plates I. C. Coke 14 by 20 112 sheets per box weighing 90 lbs c. i. f. Liverpool ... .

Bar Iron, Belgian No. 2 ordinary sizes F. O. B. Antwerp ... 5 17 6

Iron Corrugated Sheets 24 gauge G.O.B. 4 per cent. F. O. B. Liverpool ... 12 2 6

Basic steel Bars Belgian C. I. F. India ... 6 11 3

FREIGHT—

Bombay to Cardiff ... 9 3—Business—Done.

ARRIVALS—

"Fairport."

WOOL AUCTION.

Wool Auction closed to-day steady with a fair demand.

Sold 22,000.

Vicanere finest white highest 11 1-2 pence.

Vicanere first white lowest 10 pence.

Vicanere ordinary white highest 9 1-2 pence.

Vicanere ordinary white lowest 8 pence.

Candahar first white highest 10 pence.

Candahar first white lowest 9 1-4 pence.

Candahar ordinary white highest 9 pence.

Candahar ordinary white lowest 7 1-2 pence.

Bikaneer white highest 8 1-2 pence.

Bikaneer white lowest 7 pence.

SUGAR—

German Granulated Sugar C & F India (Double bags) ... 17 4 1-2 unchgd.

Do. Months of Shipment... July-Aug.—Sellers.

Tone—Quiet but steady.

Hungarian Crystals Sugar C & F India ... ...

Do Months of Shipments ... Nominal.

German Beet-root 88 p.c. ... 13 1 1-2—1-2d.

Months of Shipments ... August—sellers.

Tone—Good business at very irregular rates. Closed dull.

A & B & Similar Crystal C & F India ... ... 18 3 3-4—4 1-2d

Months of Shipments ... May-Aug.—Sellers.

Tone—Little doing. Sellers offering at less money.

Mauritius Crystals C & F Calcutta and Bombay ... 16 unchgd.

Month of Shipments ... May.—Value

Tone—Quiet.

Java Sugar,—Unchanged. Business almost at a standstill.

BOMBAY MARKETS.

SATURDAY EVENING.] [11TH MAY, 1912.

IMPORTS OF TREASURE.

Packages.	Value.	From	Importers.
	Rs.		
1 Box Bulns ...	38,400	London	Indian Specie Bank
1 Box Bulns...	76,800	do	Comptoir National.
78 Bars Silver..	1,50,000	do	do
1 Box Sovns...	34,800	Malta	National Bank
39 Bars Silver.	75,000	London	Yokohama Bank

EXPORTS OF BAR SILVER FROM BOMBAY BY RAIL on 10th May, 1912.

By	Bars	Ounces.
G I P Railway ...	70	81,000
B B and C I Railway ...	68	79,210

FINANCIAL.

EXCHANGE:—

The market opened quiet at 1s. 4 1-32d. T. T., 1s. 4 1-16d. on Demand and 1s. 4 7-32d. for 3 months' sight Credits. The enquiry for Bank remittance is small. Private bills have been placed our quotation, but being mail day there is little fresh business doing. Far Eastern rates are steady.

We quote:—

T. T. on London	1s. 4 1-32d.
Demand Draft	1s. 4 1-16d.
Credits 3 months' sight	1s. 4 7-32d.
Do. do forward	July
Do. do Francs	170 3-4
Do. do Marks	138 3,4
Hongkong 60 days' sight	146 3-4
Shanghai „	201 3-4
Japan „	150

GOVERNMENT PAPER:—

The market opened quiet at 97 for Cash and 96 15-16 for the Settlement. Slight fluctuations occurred during the morning and rates close as under. Only a small business is reported.

We quote:—

Cash ...	...	Rs. 96 15 0 to 97 0	0
Settlement	...	„ 96 14 0	

BULLION:—

Yesterday Bar Silver in London closed unchanged at 27 13-16 for ready and 28 for delivery in two months. New York was also unchanged at 60 3-8. The local market has been slightly easier and prices close as under.

Bar Gold is steady.

We quote:—

English Bar Gold ...	...	Rs. 23 15	6
Australian „ ...	...	„ 23 15	6
Sovereigns „ ...	...	„ 15 0	0
Silver Ready ex duty	...	„ 70 5	0
„ 1st Settlement	...	„ 70 9	0

COTTON.

MARKET REPORT:—

The American markets showed a small decline on closing yesterday. Reports regarding the crop in Texas continue favourable, but in other sections rain has fallen. The local market opened quiet and easier particularly for New Crop, good Broach being quoted Rs. 306 and fully good Bengal Rs. 252. Little business has been done and rates close as under.

The demand for ready cotton has been small.

QUOTATIONS:—

Fine M. G. Broach ...	... Rs.	279	May.
Fine M.G. Wardha-Hingughat	„	282	„
Fine M. G. Nagpur ...	„	280	„
Fine M. G. Dhamangaon ...	„	276	„
F. M. G. Khamgaon-Akola...	„	272-3	„
Fine M. G. Khandeish ...	„	264	„
F. G. M. G. Khandeish ...	„	257	„
Fine M. G. Bengal ...	„	262-3	„
Good H. G. Westerns ...	„	267	„
Good M. G. Westerns ...	„	278	„
Good Saw Ginned Dharwar	„	290	„

NEW CROP.

Good M. G. Broach	„ 305 1-2	Mar. 1913
F. G. H. G. Bengals ...	„ 251 1-2	Jan. „
Fine M. G. Khamgaon-Akola	„ 284-5	„ „

LIVERPOOL OPENER:—

Opening Tone	Easier
Estimated Sales	4,000
Total Imports	5,000

FUTURE DELIVERY PRICES:—

May-June.	June-July.	July-Aug.
6·27	6·28	6·29
—04	—05	—05
Aug.-Sept.	Sept.-Oct.	Oct.-Nov.
6·28	6·25	6·23
—05	—05	—05
Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
6·22	6·21	6·21
—05	—05	—05

SEEDS AND WHEAT.

LINSEED:—

The market is strong with a large business doing and rates are advancing.

We quote:—

Ready ...	Rs. 11 11	0 B.T.
May ...	„ 13 4	0 B.T.

RAPESEED:—

The market is firm.

We Quote:—

Brown Delhi May	...	Rs. 8 9	0 R.T.
Yellow Cawnpore May	...	„ 9 6	0 „

HINGELLYSEED:—

Tone—Firm.

We quote:—

Bold White 85 p.c.	...	Rs. 59	0 0
Mughi	...	„ 57	0 0
Yellow Hingughat	...	„ 61	0 0

POPPYSEED:—

Tone—Firmer. We quote:—

Ready ...	...	Rs 11 10	0 B. T.
May ...	...	„ 12 5	0 R. T.

CASTORSEED:—

Tone—Steady. We quote:—

Ready	...	Rs. 36 8	0

COTTONSEED:—

Tone—Steady. We quote:—

Ready.	...	... Rs. 28 0	0

GROUNDNUTS:—

Tone—Firmer. We quote:—

Bold...	...	... Rs. 49 0	0
Small	...	... „ 47 0	0

WHEAT:—

The market is steady.

We quote:—

White Pissi ready 85 p.c.	Rs.	5 7	6 R. T.
„ Delhi A.-M.	...	5 7	0 „

SHARES.

BANKS.

Bank of Bombay ...	...	...	1,800
Bank of India ...	...	...	64 1-2
Eastern Bank ...	...	...	80
Indian Specie ...	...	...	57 1-2

MILLS.

David ...	...	...	436 1-4
Fazulbhai Mill ...	...	...	415
Finlay Mill ...	...	...	326
Kohinoor ...	...	...	770
Manockji Petit ...	...	...	2,570
New Great Eastern ...	...	...	230
Standard ...	...	...	1,320

CRESS.

New Mofussil ...	...	...	880

MISCELLANEOUS.

Bombay E. S. & T. C. Ordinary ...			155
Bombay E. S. & T. C. Preference			130
Bombay E. N. Co. Ordy ...			280
Colaba Land and Mill ...			1,425
Shivrajpur Mining Syndicate			16
Treacher & Co ...	...	...	470
Tata Hydro E P S Co., Ld, Ordy...			605

RAILWAY.

Tapti Valley ...	...	...	52 1-2

DAY'S RECEIPTS.

The following are the receipts of produce into Bombay, during the 24 hours ended at 6 p.m., yesterday:—

Cotton ...	...	...	6,358	bales.
Wheat ...	...	...	45,390	owts.
Linseed ...	...	...	29,522	„
Rapeseed ...	...	...	5,172	„
Gingellyseed ...	...	...	1,942	„
Poppyseed ...	...	...	1,492	„
Groundnuts..	...	...	435	„
Castorseed ...	...	...	6,233	„
Rice ...	...	...	3,857	„
Myrabollams.	...	...	593	„
Cottonseed ...	...	...	4,647	„
Mowrassed...	...	...	Nil	
Gram ...	...	...	10,963	„
Jowar ...	...	...	9,055	„
Maize ...	...	...	Nil	

LONDON MARKET.

LONDON, MAY 11.] [BOMBAY, MAY 12.

FINANCIAL.

	Rates.	Plus.	Minus.
2½ per cent. Consols	78 3-8		1-16
3 do. Rentes	94	un	chgd
4 1-2 per cent. Sterling Loan	82 3-4	un	chgd
3 do. Govt. securities	84 3-8		3-8
Bar Silver in London	27 7-8	1-16	
do. 2 months' sence	28	1-16	
do. in New York	60 1-2	1-8	
Exchange on London at Paris	25·22 1-2	1-2	
do. at Berlin	20·47 1-2	1 1-2	
do. at New York	4·36 3-4	un	chgd
Discount Bank of England Rate	3	since	
do. Short London Bills	9th inst.		
3 months' sight.	2 7-8	1-8	
do. Indian Bank Bills, 6 months' sight.	3	un	chgd
do 3 months' Fine Trade Bills...	3 1-8	un	chgd
do. 6 months' Fine Trade Bills...	3 3-8	un	chgd
Interest day-to-day Loans	2	1-8	
Interest 7 day Market Loans...	2 1-8		1-8

Bar Gold ... 77-9 unchgd

Exchange on India, 30 days' sight (Bank buying rate) 1 3 29-32.

Closing Tone of Silver—Steady.

Amount paid into the Bank of England about £103,000.

COTTON.

LIVERPOOL— Unchgd. Good business done.

Spot ... Quiet. Steady.

Futures ...

Total Sales ... 10,000 bales.

(including 4,000 bales late yesterday).

Sold on Speculation and for Export ... 500 „

Imports ... 8,000 „

Mid-Americans ... 6·53 unchgd

Egyptian F. G. F. Brown ... 9 9-16 unchgd

FUTURE DELIVERY PRICES:—

May-June.	June-July.	July-Aug.	Aug.-Sept.
6·31	6·32	6·33	6·32
unchgd	—01	—01	—01

Sept.-Oct.	Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
6·28	6·27	6·25	6·25	6·24
—01	—01	—02	—01	—01

NEW YORK— Bales.

Day's Receipts at U.S. Ports ...	8,000
Day's Receipts at U.S. last year ...	.....
Exports to Great Britain ...	2,000
Exports to Continent ...	15,000
Spot Cotton—	11·70—15

Futures—Month of July. 11·25—07 } Advanced owing to unfavourable weather reports and declined later on longs unloading.

Futures—Month of Oct. 11·49—19

NEW ORLEANS—

Spot cotton ... 11 15-16 unchgd

Futures month of July ... 11·89 — 09

Futures month of Oct. ... 11·57 — 13

Tone of Spot Cotton ... Easy.

LIVERPOOL WEEKLY COTTON REPORT.

	Bales.
Total in Sight ...	14,830,000
Egyptian Visible Supply ...	259,000
East Indian do ...	122,000
American do ...	3,396,000
Other do ...	84,000
Total Sales ...	55,000
East Indian sales ...	300
Total Speculation ...	2,000
Do. Exportation ...	1,000
East Indian Export ...	nil
Do. Indian Stock ...	4,000
Do. Forwarded Consumer ...	1,700
Do. Actual Exports ...	300
Do. Week's Imports ...	1,000
Do. Speculation ...	100
Americans Afloat ...	130,000
East Indian ...	7,000
Total afloat ...	171,000

DOMESTIC OCCURRENCES.

THE Charge for Announcement of BIRTHS, MARRIAGES, DEATHS and MEMORIAM NOTICES, which must be authenticated by the name and address of the sender, Rs. 2 for six lines or less, and 8as. for every additional line. CASH strictly in ADVANCE.

OTHER PRESIDENCIES.

DEATH.

COX—March 29, at 18, West Cliff Terrace Mansions, Ramsgate, in his 72nd year, Robert Emilius Cox, late Colonel of the Madras Army, elder (two) son of Captain S. F. Cox, formerly of the 1st Life Guards, (Waterloo) and of Sandford Park, Oxon, and (twin) brother of the late Col. G. A. Cox.

BOMBAY.

TO-DAY.

Mr. Matheson Lang and Miss Hutin Britton at the Royal Opera House, "Sweet Nell of Old Drury." 9-30 p. m.

Maidania, 6-30 p.m. to 12 midnight.

Karlekar's Circus, at "Maidania," 9-30 p. m.

America-India Cinematograph, three shows nightly.

Excelsior Cinematograph, Novelty Theatre. Three shows nightly, 7 to 8, 8-30 to 9-30, 10 to 11 p.m.

Maxim: "A lie is like a snowball; the farther you roll it, the bigger it becomes."—M. Luther.

RAILWAY TIME TABLE.

The following are the hours of arrival and departure of the principal Mail trains and Express trains at and from Victoria Terminus and Colaba daily. Standard Time is given in all cases:—

G. I. P. RAILWAY.

	Arr.	Dep.
Punjab Mail	12 35	19-15
Calcutta Mail (Via Jubbulpur)	13-20	21-15
Calcutta Mail (Via Nagpur)	7-15	13-0
Madras Mail	6-0	22-0
Poona Mail	11-15	14-45
Delhi Express (3rd and Inter class)..	6-45	7-30
Poona Express	19-35	8-0
Manmad Express ...	12-15	14-30

B. B. & C. I. RAILWAY.

	Arr.	Dep.
Northern Express	8-55	21-30
Guzerat Mail	8-25	21-50
Third Class Express	6-45	19-52

STABBING AFFRAY.—Yesterday, Gopal Vithoo, aged 30, residing at Bellasis Road, was stabbed in the chest and face by a man named Vappo with a penknife. He was removed to the J. J. Hospital where he was detained for teatment.

RAILWAY EMPLOYEE'S FATAL INJURIES.—Mr. G. F. Chalk, the Coroner of Bombay, on Saturday, held an inquest touching the death of Krishna Dowlatta, a labourer. The deceased, a labourer, was pushing some goods wagons on the G. I. P. Railway line near Dadar Station when he fell down and received injuries to his head. A verdict of accidental death was recorded.

HEADMAN OF THE JULAYAS.—Mr. S. M. Edwardes, Commissioner of Police, Bombay, on Saturday presented a gold watch, with a suitable inscription to Haji Badla Ramjan, headman of the Bombay Julayas (Mahomedan weavers) for valuable help and services rendered to the Bombay Police on various occasions and especially at the time of the dispute between different sections of the Mahomedan community of Bombay.

THE OPERA HOUSE.

"Bardelys the Magnificent" by Lang-Holloway Co.

WE are not sure that French history can ever become popular on any stage in India, and, good thing though it certainly is, "Bardelys the Magnificent" has appealed in Bombay more to the eye than the mind or the sentiment. The theme is well, not to say, brilliantly constructed, dramatic, romantic and even lightly humourous in turn. It abounds with clever and epigramatic dialogue and there can be no gainsaying that the authors, Raffael Sabbatini and Henry Hamilton, deserve the success their work has generally achieved.

They take their story from the period of Louis XIII of France. At the risk of defying the King, the "Magnificent" Bardelys enters into a wager to gain the hand of a charming lady, Roxalanne de Lavedan. He is given one month in which to accomplish the fascinating task. From the outset the adventure is perilous. The hero is ingeniously drawn into circumstances which compel him to adopt the identity of an Orleanist refugee, upon whose head a price had been set. The Chateau of Lavedan affords sanctuary, and here fortune favours Bardesly, and he wins the wager, but in the person of the Orleanist, he is subjected to trial, and condemned to death. The way of his escape leads to an effective concluding scene. The finer details of the narrative are filled in with great skill, each incident and scene, with picturesque colour and artistic movement, tending to a completeness of effect and harmony.

On Saturday night Mr. Matheson Lang was in the title role, and we have rarely seen him more convincing. He has filled parts which appeal more powerfully, perhaps, to the playgoer, but the most carping of critics will not be prepared to say he has ever made a more profound impression of his conceptive ability. Bardelys has been invested by his creators with singular strength and charm of character, and in a very difficult scene in the first act, in which in the presence of the King and in the company of boisterous and less dignified companions, they attempt to bring these admirable characteristics clearly to the surface, we saw Mr. Lang at his best, and it was at this point at which we were able the most fully to appreciate his playing. His interpretation of the authors' mind was admirable, and from that moment onward he pinned down the audience to a keen consideration of the play.

In Roxalanne de Lavedan Miss Hutin-Britton scored another personal triumph. Not one whit of the original's grace and charm was lost in Miss Britton's impersonation. Every opportunity of presenting the finer and more delicate amenities of life was seized, and the audience was enabled particularly to admire that wonderful restraint and discretion which are such marked features of Miss Britton's acting. An equally excellent performance was that of Miss Lucy Beaumont to whom was entrusted the part of the Viscountess de Ravedan. Here we had the keen wordly-wise mother who sacrifices her own womanly charm to utility and is prepared to enforce the like upon her daughter. Mother and daughter regarded together made a complete study in contrast, and Miss Beaumont excelled in her presentation of a remarkable character, and she excelled because she was able thoroughly to gauge all the demands the part imposed. Mr. Douglas Vigors, as Louis XIII, Mr. Charles Vane as Phillippe—a wonderful type of the schemer, and a wicked schemer withal—and Mr. Montagu Love, in the dual role of Regnier de Suffren and Rene de Lesperon, each achieved conspicuous success in their respective parts.

To individualize further would be to risk injustice, for all contributed to a remarkably successful performance.

To-night "Sweet Nell of Old Drury" will be staged.

The Pekin authorities have arrested six outlaws in connection with the murder of Mr. Hicks, an American clergyman, recently reported from Chung-King, in Szechuan. All the prisoners confessed to the crime, and were executed.

Moved by the attitude of their workmen, the Crown Patent Fuel Company have decided to close permanently their extensive works at Port Talbot. These cost £40,000 to establish, and the work of dismantling has already begun. An overwhelming majority of workmen now offer to return, and the matter is to be submitted again to the management.

Another ostrich farm has been started in Queensland. This new one is situated on the Darling Downs. Fourteen ostriches have been imported from the south, and they have been placed on the farm under careful management. A pair of mature birds will generally produce feathers annually worth £6 to £7, and from the pair can be raised on an average, about ten young birds during the year. These at one year old begin to produce feathers, and when they have reached three or four years, they will produce as many as the parent birds. Of course there must be good natural grasses for the birds to feed on and a watchful oversight over the farm to ensure success.

SATISFACTION goes with each bottle of SQUIBB'S AGUE SPECIFIC, the most popular Fever Cure of the day. Nothing equals its efficacy as a cure for Malaria. It has an excellent tonic effect on the system and in no way it depresses the heart like other Fever Cures. A trial is sure to convince the most prejudiced. Of all chemists. —MADON, SONS & Co., Crawford Market, Bombay.

CRAWFORD MARKET.

Daily List of Current Prices.

MUTTON 1st SORT.

Saddle As. 4 per lb.
Leg As. 3½ per lb.
Shoulder As. 3½ per lb.
Liver As. 3 each.
Kidney As. 10 per doz.
Tongue (large) As. 12 per doz.

MUTTON 2nd SORT.

Saddle As. 3½ per lb.
Leg As. 3 per lb.
Shoulder As. 3 per lb.
Liver As. 2½ each.
Kidney As. 8 per doz.
Tongue (small) As. 10 per doz.

VEAL.

Hind Quarter As. 4 per lb.
Fore Quarter As. 3 per lb.

BEEF.

Beefsteak (underpart) from As. 3 to As. 4 per lb.
Soup Meat As. 1½ per lb.
Brisket from As. 2 to As. 3 per lb.
Round As. 2 per lb.
Hump from As. 10 to As. 14 each.
Sirloin from As. 3 to As. 4 per lb.
Tongue from As. 3 to As. 4 each.
Oxtail from As. 1½ to As. 4 each.
Liver As. 1½ per lb.
Kidney from As. 1 to As. 1½ each.

FISH.

Pomfret nil.
Pomfret (black) nil.
Gholi Rs. 6 each.
Surmaye (large) nil.
Surmaye (small) nil.
Salmon (large) nil.
Salmon (small) nil.
Prawns (small) from As. 1 to As. 3 per doz.
Oysters from As. 3 to As. 4 per doz.
Mullet (large). ...
Mullet (small) from Rs. 1½ to Rs. 4 per doz.
Lobsters nil.
Crabs nil.

POULTRY AND GAME.

Fowls (large) from As. 12 to As. 14 each.
Chickens from As. 5 to As. 6 each.
Duck (large) Rs. 1½ each.
Duck (small) from As. 14 to Re. 1 each.
Turkey (Cock) from Rs. 6 to Rs. 7 each.
Turkey (Hen) from Rs. 3 to Rs. 4 each.
Pigeons from As. 8 to As. 10 per pair.
Rabbits from As. 8 to Re. 1 each.

FRUITS.

Oranges from As. 12 to Rs. 3 per doz.
Plantains (Red) from As. 6 to As. 8 per doz.
Plantains (Yellow) from As. 4 to As. 6 per doz.
Plantains (Table) from As. 2 to As. 3 per doz.
Plantains (Green) from As. 2 to As. 3 per doz.
Australian Apples from As. 12 to Rs. 4 per doz.
Australian Grapes nil.
Grapes of Nasik nil.
Grapes Malta nil.
Mangoes (Common) from As. 12 to Rs. 1½ per doz.
do. (Salem) from Rs. 1½ to Rs. 3 per doz.
do. (Affose) from Rs. 3 to Rs. 8 per doz.
do. (Payree) from Rs. 1½ to Rs. 4 per doz.

VEGETABLES.

Cauliflower from As. 6 to As. 8 each.
Green Peas As. 3 per seer.
Cabbages from As. 2 to As. 8 each.
Tomatoes from As. 1 to As. 1½ per seer.
Turnips (middle) from pies 6 to As. 1 each.
Bringal from As. 1 to As. 1½ per seer.
Cucumber from pies 9 to As. 1 per seer.
Potatoes from pies 6 to As. 1 per seer.
Lettuces from pies 6 to As. 1 each.
French Beans from As. 1½ to As. 2 per seer.
Beetroot from As. 1 to As. 2 each.
Knolkhol from pies 9 to As. 1½ each.
Onions pies 4 per seer.
Carrots As. 1 per seer.
Sweet Potatoes pies 9 per seer.
Double Beans from As. 2 to As. 2 1-2 per seer.
Pumpkins (White) from As. 3 to As. 9 each.
Pumkins (Red) pies 9 per seer.
Celery from As. 1½ to As. 2 each.
Yames (White) pies 9 per seer.
Yames (Red) pies 9 per seer.

Sugar from As. 1½ to As. 2 per seer.
Sago As. 2 per seer.
Ghee from As. 7 to As. 9 per seer.
Butter from As. 12 to Rs. 1½ per lb.
Eggs pies 6 each.
Coffee (French) from As. 12 to As. 14 per tin.
Dall (Toor) from As. 1½ to As. 2 per seer.

POLICE COURTS.

THE KUMAR'S JEWELLERY.

The Proceedings against Mr. Chunilal Saraya.

ON Saturday at the Mazagon Police Court, Mr. P. H. Dastur, Second Presidency Magistrate, resumed the hearing of the case in which Chunilal D. Saraya, manager of the Specie Bank of India, is charged with breach of trust in respect of a pair of bracelets, valued at Rs. 5,000, the property of Prince Munsur Khachar of Jasdan.

Mr. Framroz Hormusji Vakil, Solicitor, produced the correspondence between Craig and the accused in connection with the loan to be advanced to the complainant: also the documents that were produced by him in the Chief Presidency Magistrate's Court. He said he had not in his possession any more correspondence (of 1908) between the accused and Craig or the accused and Haji Sabu Siddick.

Mr. Ferreira, solicitor, produced copies of letters written to the complainant, the Jam Sahib, and others at the instance of Readymoney, after the agreement was made between Readymoney, Craig and the complainant.

Kallabhai Ghellabhai, assistant accountant of the Specie Bank of India, produced the account of Readymoney and Chunilal Shroff with the Bank in May, August and November 1907.

A clerk of the Bombay High Court next produced papers of the proceedings in Readymoney's case.

The complainant then deposed that he had filed a complaint against Readymoney and the accused in the Chief Magistrate's Court. On the 3rd of July 1911, he had authorized Readymoney by a letter to sell his (complainant's) pearls. Out of Rs. 60,000, the complaint had to pay Rs. 20,000 to Craig on stable account. After his return from England, he had asked Readymoney to defer the sale of the jewellery, which was with the Specie Bank and on which an attachment had been levied. The jewellery was sold by auction at Readymoney's premises. Complainant was present at the time of the sale.

The inquiry was adjourned.

ALLEGED COUNTERFEITING.

PETER LEO PEIOL, an Indian Christian, was again placed before Mr. Dastur, charged with uttering and being in possession of instruments for uttering counterfeit coin. The accused was arrested on April 14th at Surti Mohulla and on being searched 65 counterfeit one anna nickel coins were found in his possession. His room was searched and some more coins and metal and instruments for uttering coins were found. The defence was that a friend of his had left the things in his room. The Magistrate committed him for trial at the next Sessions.

HINDU WIDOW'S PLIGHT.

BEFORE Mr. Kemp, acting Chief Presidency Magistrate, Deputy Inspector Chapman charged Putlibai, a Hindu widow, aged about 27, with attempting to commit suicide.

From the evidence, it appeared that the accused went to her house at Cowasji Patel Street at noon on the 6th instant and a little later, another woman heard a thud. She found that the accused had fallen into a well. She raised an alarm and the accused was taken out. Dr. Gazdar attended her and found that she had sustained no injuries.

The accused, in her statement to the Court, said she was subject to fits of hysteria and in them always became unconscious. At the time she had had a fit, and did not know what had happened. She was a poor widow and had three children to support. She had no intention to commit suicide.

His Worship ordered the accused to be discharged.

THEFT OF GOLD.

INSPECTOR Walker charged Narayan Luxmon, a Hindu, before Mr. Kemp, with the theft of two tolas of gold valued at Rs. 45, belonging to his master, Jai Krishna Vishnu.

The complainant's case was that the accused was employed by him about a month ago in his shop, and was given a bar of gold weighing three and three-quarters tolas to prepare a neck ornament. The accused worked for a few days and one afternoon left the shop, saying he was going for his food. As he did not return for some time, the complainant became suspicious and weighed the gold. He found it to be short by two tolas. He made a report to the police and the accused was subsequently arrested.

The accused ple

SHIPPING INTELLIGENCE.

The B. I. S. N. Co's steamer Palitana, 1933 tons, Captain H McDiarmad, arrived in harbour on Saturday from Basreh via Karachi, with a general cargo and passengers.

The B. I. S. N. Co's steamer Chupra, 3,954 tons, Captain A. Hinderson, arrived in harbour on Friday from Antwerp via London and Karachi, with a general cargo.

The Hansa Line steamer Argenfels, 3,537 tons, Captain H. W. Schmidt, arrived in harbour on Friday from Hamburg, with a general cargo.

The B. I. S. N. Co's steamer Linga, 951 tons, Captain W. H. Rothwell, arrived in harbour on Saturday from Karachi, with a general cargo and passengers.

The steamer Manipur, 4928 tons, Captain D. A. Lyons, arrived in harbour on Saturday from Middlesbro, with ballast.

The P. and O. Co's mail steamer Palsetta, 2,391 tons, Captain H. G. H. Lewelin, R. N. R. sailed on Saturday for Aden, with a general cargo and passengers.

The steamer Sutherland, 2,277 tons, Captain A. Longstaff, sailed on Saturday for Calcutta in ballast.

The steamer Drumgeith, 2,471 tons, Captain H. Robertson, sailed yesterday for Alleppy, with the same bottom cargo.

MEN-OF-WAR & ROYAL INDIAN MARINE SHIP.

R I M S Lawrence...Comdr Harold ...Despatch Vessel
R I M S Dufferin...Comdr Vines.....R I M
R I M S Dalhousie.....Comdr Finnis.....R I M
R I M S Hardinge.....Comdr Hordern.....R I M
R I M S Palinurus.....Comdr Taylor ....Survey Boat

VESSELS IN THE HARBOUR.—May 11.

Argenfels .....3537 Schmidt .....W & A G & Co
Baron Fairlie.....2324 Foley.....K Nixon & Co
Badrie.....1613 Fisher .....P Gulf...Arab S Co
Chiltonian .....3761 Jones ...Hamburg.....F M & Co
Chupra.....3954 Henderson ...Antwerp ...M M & Co
Daylight ship .....359 Anderson .....Standard Oil Co
Dwarka .....759 Moxon.....M M and Co
Fumi Maru .....1569 Nishikawa.....W & A G & Co
Kuala .....360 McLaria.....11-3.....K N & Co
Madura.....1273 Logan .....M M & Co
Manipur .....4928 Lyons ...Antwerp ...K Nixon & Co
Onda .....3110 Lane.....M M and Co
Patrick Stewart.....Townsend .... I G P Steamer
Putiala .....1929 Whytehead...P Gulf...M M & Co
Palitana.....1933 McDiarmad .....M M & Co
Queen Alexandra...2758 Sadcliffe...W & A Graham & Co
Shah Jehan .....2635 McBean.....Shah S N Co
Saifi .....565 Morin.....Arab S N Co
Schenfels .....3543 Decker.....W & A G & Co
Saranac.....3855 Gray.....W & A G & Co
Upada.....3382 Hodgson .....M M & Co

VESSELS IN DOCK.—May 11.

PRINCE'S DOCK.

Vessels.	Tons.	Capts.	Dest.	Date.	Agents.
A Sicilia	3218	Manganzini	...Genoa	15-5	R Line.
F Pentakota	2209	Hodgson	...Durban	16-5	M M & Co
G Mohammadi	1251	Newby	...Jeddah	15-5	Bo & P S N Co
H Kanzler	2975	Schapp	...Durban		A Strander & Co
K Wakasa Maru	3923	Nielson	...15-5		N Y Kaisha
M Fitzclarence	2589	Neston	...Hamburg		J M & Co
N Wildenfels	3535	Weitmann	.....		New York ... W & A G & Co
O Koweit	2336	Coates	...L'pool &c		...Arab S Co
P Uhenfels	3563	Erbo	..... Karachi	13-5	... W & A G & Co
Q Islami	2545	Goode	...Aden	15-5	...Bo & P S N Co

VICTORIA DOCK.

1	Clan Lindsay	2499	Scotland		Dunkirk ... W & A G & Co
2	Elysia	3998	Haig	L'pool	...W & A G & Co
3	Wotan	2403	Lorenzen	...Antwerp	...W & A G & Co
4	Ile-de-la Reunion	3014	Moslo	...Havre	...J M & Co
6	Himalaia	3152	Snack	Ant'p	...11-5 ... J M & Co
7	Bregenz	2036	Petris	...Trieste	...16-5 ... A L S N Co
8	Kt of the Thistle	4286	Baker	...A'werp	...25-5 ... K N & Co
10&11	Berbera	2792	Le Marchand	..... Antwerp	...12-5 ...M M & Co
12&13	Arabia	4093	Palmer	...London	..18-5 ...P & O Co

ARRIVALS.

May	Vessels.	Commanders.	From.
10	Chupra	Henderson	Antwerp
	Argenfels	Schmidt	Hamburg
11	Palitana	McDiarmad	Basreh
	Manipur	Lyons	Middlesbro'
	Linga	Rothwell	Karachi
12	Candidate	Rushford	M'cius, May 3
	Orissa	MacLean	Rangoon, Apr 22
	Kota	Elliott	P Gulf, &c
	Assaye	.....	Shanghai, &c

DEPARTURES.

May	Vessels.	Commanders.	Destination.
11	Salsette	Lewellin	Aden
	Sutherland	Longstaff	Calcutta
	Koenig	Holdt	Zanzibar
	Newby Hall	Parker	Liverpool, &c
12	Drumgeith	Robertson	Alleppy

The following vessels began to load on Saturday :—
Steamer Chupra for Antwerp.
" Manipur for Antwerp, &c.

STEAMER MOVEMENTS.

The City Line steamer Haddon Hall, arrived at Suez from Bombay on the evening of the 9th instant.

DAILY EXPORTS.—MAY 11.

FOR LIVERPOOL.

Elysia s—80 bales cottonfly, W Wolf and Sons 15 bales wool, B Tulockchund ; 11 bales wool B Khoopchand ; 4,000 cwts wheat, Ralli Bros ; 200 bales cottonfly and waste, C Piraj and Co ; 60 cwts chutney, M Poonjiaji and Son ; 10 bales wool, W and A Graham and Co ; 11 bales wool M Ramjidas.

FOR LONDON.

Elysia s—4 bales hides, E Mahomed ; 10 bales hides E Esmail and Co ; 501 cwts nigerseed, A Blascheck and Co.

Arabia s—258 cwts chutney, M Poonjiajee and Sons ; 500 cwts olibanum, M Jafferbhoy and Co ; 52 cwts chutney, A K Jussawalla ; 42 cwts chutney, F Nowrosji ; 30 cases bristles, J A Begbie and Co ; 10 cases cardamom, G Sachedina and Co.

FOR NEW YORK.

Wildenfels s—4,000 cwts myrabollams, L Pragji ; 412 cwts myrabollams, S Cooverji and Co ; 230 cwts condiments, M Poonjiaji and Sons.

Arabia s—4 bales carpets, Fleming Shaw and Co.

FOR GLASGOW.

Elysia s—3,000 cwts massoor, Ralli Bros.

FOR HAMBURG.

Uhenfels s—100 cwts crushed myrabollams, L Pragji.

FOR ANTWERP.

Himalaia s—100 bales cotton, A Blascheck and Co.

FOR MARSEILLES.

Elysia s—2,060 cwts wheat, 2,500 cwts rapeseed, Ralli Bros ; 30 bales cottonfly, W Wolf and Sons.

Derby Hall s—3,000 cwts linseed, L Dreyfus and Co.

FOR DUNKIRK.

Clarence s—110 bales cotton, E Spinner and Co ; 2,000 cwts rapeseed, L Dreyfus and Co.

FOR BREMEN.

Uhenfels s—4,000 cwts gram, Ralli Bros ; 2,000 cwts barley, Volkart Bros.

FOR GENOA.

Chillington Court s—1,000 cwts rapeseed and 8,000 cwts linseed, K Devchand and Co ; 520 cwts cwts kanjinseed, M Lalji ; 100 bales cotton, W Wolf and Sons.

Elysia s—170 bales cotton, Rali Bros ; 1,000 cwts linseed Volkart Bros.

FOR NAPLES.

Elysia s—2,000 cwts wheat, Volkart Bros.

FOR CONSTANTINOPLE.

Arabia s—60 bales twist, W H Brady and Co.

FOR VARNA.

Elysia s—5 bales twist, E D Sassoon and Co.

FOR SHANGHAI.

Wakasa Maru s—37 bales twist, C Bhawanidas.

FOR KOBE.

Wakasa Maru s—17 cwts gum, 11 cwts Colombo roots, 4 cwts gallnuts, A Allarakhia and Co ; 822 cwts fleshmasure, K Beesho.

FOR YOKOHAMA.

Wakasa Maru s—33 cwts gum, C M Bhesania and Co.

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Chester, 125 deg.	4 12 2	do.
Devoes Brilliant 125 deg.	4 8 2	do.
Tiger 125 deg.	4 8 2	do.
Monkey Brand, 125°	4 5 2	do.
White Camelia 125° (in tins)	3 15 0	per two tins.
Elephant brand 125° (in tins)	3 15 0	do.
do. brand 125° (in bulk)	3 5 0	per 8 gallons.
Camel brand 125° (in tins)	3 15 0	per two tins.

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Postal letters and covers should be addressed Box 209 General Post Office, Bombay.

The Bombay Gazette.

Monday, 13th May, 1912.

THE ELECTRICAL TRANSMISSION OF POWER.*

EVER since mankind began to transfer his labour to other sources of power, the means of transmission became a serious problem. The first transfer was to animals which he had subdued and made to draw his plough or carry his property. The first wind engine was a ship's sail and for many centuries, during which the arts and sciences made great progress, cattle and water wheels were the only prime movers, until near the end of the 18th century when steam engines were used for pumping. Even then the power of horses was largely used in the factories of ironworkers and among the drawings of Leonardo da Vince who died in 1519 are to be found drawings of horse gear for boring cannon. Horse gear was also used by Count Rumford in the manufacture of guns for the French Government early in the 19th century. Wind and water power were used for all the heaviest work, but as shafting was entirely of wood, along with the bearings, power could only be transmitted a very few yards by means of heavy toothed wheels, so the factory had to be very near the water or the wind-mill wheel even if the locality were not otherwise favourable for industry. The transmission of power made great strides when about 1862 wire ropes were used for driving machines over considerable distances. Meanwhile cast iron shafting was giving way to wrought iron and toothed wheels to belt pulleys but the transmission of power to long distances reached its limit at about three thousand feet in the rope that drew coal from our deep mines in Lancashire, and horizontally in transmitting power to a distance of one mile. What the loss of power amounted to during its transmission from the source to the machine, by wooden gearing, can only be guessed at, for recording instruments were scarcely known in the early days of transmission gearing. One of the best reports on the subject is a paper read in 1897 by Mr. C. H. Benjamin before the American Society of Mechanical Engineers. This report deals with sixteen different factories, it contained four tables embodying details of shafting, pulleys, belt speed and total and friction horse power indicated. Between the best and the worst the difference is 66·2 per cent and one manager, after the experiments were made, found that one of his shafts was three inches out of line.

Meanwhile, all unknown to the general public, a new means of transmitting power was developing from the very smallest unit ; the power that sufficed to move a telegraphic needle across the Atlantic a distance of 3,500 miles. This may be regarded as the beginning of long distance transmission of power in the form of electric current. We may now step across an interval of years to 1886 when a special charter was granted by the Government of New York State to a company of eight gentlemen to utilise a portion of the Niagara Falls in a hydro-electric power house. Three years were spent in convincing capitalists that the project would be commercially profitable and capable of competing with steam power. The company found that nowhere in the world could steam horse power for 24 hours be produced for less than Rs. 45 per annum for fuel only, without counting the contingent expenses which they found to be greater than those of the fuel. They offered to guarantee a supply of electrical power at Rs. 45 per horse year of 300 days of 24 hours but in consideration of the magnitude of their scheme they decided to call together the highest authorities in the world to discuss the electric, hydraulic and mechanical details of the project. Every known means of transmitting power by ropes, electricity, compressed air and by water, were most carefully considered by the commission, but the heavy losses on the others left electrical transmission with a clear field for distances over one mile. In 1890 they decided unanimously in its favour, and long before the Niagara station was ready to start their choice was justified in 1891 by the successful transmission of current from Lauffen to drive the tramcars of Frankfurt 109 miles away. The enormous progress that has taken place in electrical work throughout the world since these words were written just sixteen years ago, bear witness to the clear vision of the pioneers of electrical transmission. Countries without any coal deposits are now able to enter the fields of mining, iron smelting, cotton spinning, machine and engine building and a hundred minor industries from which they were previously excluded for lack of cheap power.

The history of the Bombay Hydro-Electric scheme so far as it has gone resembles in many of its features that of Niagara. Years were passed in trying to interest local capitalists sufficiently to obtain the necessary funds, and when they did come it was from previously unexpected quarters and at a time when the prospects of the scheme seemed desperate. It is the more remarkable since on all hands we are informed that India's future is bound up in the fortunes of industrial development, and yet the aversion for new industrial departures is one of the most striking features of a people who are bold in commercial speculation, and not at all averse to gambling. Machine-makers say they have the greatest difficulty in getting our local cotton spinners to try a new machine however well it may have worked elsewhere. The value of electricity as a carrier of power to long distances is now so well established as to need no argument, for it has utilised sources of power that were otherwise useless ; the feature of it that principally concerns Bombay is its suitability for use in spinning and weaving mills. In proportion as the speed of work has increased manufactures have been more and more impressed with the importance of uniformity of speed. In the days of slow running beam engines every revolution of the prime mover was observable all over the mill, and water wheels, by their steadier movement, were most popular among spinners. By degrees the refinements of governing the steam engine reached a point that seemed very nearly final, and yet the breakages, of yarn continued to remind the spinner that something remained still to be done. The springing of light high speed shafting is greater than that of the heavier and slower moving shafts and certain studies of the supply of power at the machines themselves made it clear that if the engine ran without any variation at all it would not ensure that regularity of movement at the machines necessary to produce the best conditions for work at the greatest possible speed.

MAHABLESHWAR COUNCIL MEETING. As a consequence of the inevitable increase of business, His Excellency the Governor observed the other day it might be necessary to hold an extra meeting of the Legislative Council annually at Mahableshwar, and that such meeting would become popular. It may; but it is recorded that fewer hon. members attended than is the case at Bombay or Poona. For official members, who spend their hot weather in the hills, it is doubtless convenient; for non-official members, who have business in the plains, it is not, whilst for the press it is too expensive and leads to too much disorganisation of staff to send a special correspondent, having him away practically a week for the sake of a two days' meeting. Mahableshwar is too far away, too difficult of access, and we sincerely hope that this will be the last meeting of the Legislative Council ever held there ; otherwise we may add well-grounded arguments against the idea to the unreasoning ones persistently made use of elsewhere. Yet we have to admit that there must be something in what His Excellency said a few days earlier as to the pure, cool air and change of scene. "To a much greater extent now than in the past the men who play a leading part in public affairs, or who direct public opinion dwell too continuously in towns and this is not an unmixed advantage. It may tend towards a disproportionate consideration of town interests in relation to those of the great body politic even in countries which like India depend and must always depend mainly upon the land. . . . I believe that occasional contact with nature is essential. In towns our observation is apt to be concentrated upon human arrangements which are necessarily artificial and full of defects. Here we are brought face to face with the work of God and we can study the economy of nature in its varied perfections. Surely the maintenance of a just and even balance of mind requires that we should from time to time be brought into contemplation of the working of eternal laws as a corrective to all that is transitory and inconclusive." Well, apparently, bringing members of Council into contemplation of the working of eternal laws as a corrective to all that is transitory and inconclusive was not without its effect, for never was such a harmonious meeting and never one more businesslike. Hon. members apparently aimed at getting through their work that they might hold sweet commune with nature. Far be it from us to say they were anxious to "get back." But the anticipated fight concerning the Racing Bill never came off and instead of speeches full of sound and fury, signifying the unpopularity of the measure, those who were expected to damn it accepted it in a spirit approaching thankfulness. The debate drew forth two maiden speeches of more than average merit and the new minister showed at once that he will be an unpleasant man to tackle, with his inconvenient way of remembering things and his incisive manner of expressing ideas. And if harmony characterised the first day's proceedings, those of the second were sung in unison. There is something in being face to face with God in Mahablesh war and we should not be surprised if a serious attempt were made to hold as many sittings of the Council as possible there.

WORKING FOR THEIR LIVING. THE animals in a Zoo, in whatever country they are enclosed, except perhaps in the Yellowstone Park of the States, have a dull and boring time of it. They are well and punctually fed, but of the variety which any sort of employment affords they have none, unless they take an interest in the visitors who come in crowds to admire, and who ply them with more food than is good for them. The Zoological Society in London has been for some time thinking of some plan for lessening the tedium of the lives of their charges, and rendering them more healthy while making them contribute to the cost of their maintenance. Those animals which can be trained to do a little work are expected to earn something for the Society by fetching or carrying. Without being in the least overworked they added £735 to the income of the Gardens in 1911, and as the idea has caught on, it is probable they will manage to earn more this year. The elephants are most popular and do the chief work as mounts. Three Indians are the chief carriers, according to an account in the *Times*, the other elephants are not quite so reliable. "Handsome is as handsome does" is not the motto of the finest of all, a lady, for her temper being hasty she has been known to attack a man who annoyed her, and knocked down another apparently unprovoked, so she is not promoted to carry the children who want a ride. Nor is the male African individual brought into use. He suffered long from a weak ankle and gets jtired and footsore easily, so he is saldom made into a beast of burden. Which of these is the animal that is so much admired for discriminating between small bits of biscuit thrown to him, and substantial cakes or buns, we do not know. When this creature sees the latter held out to him he lifts his trunk airily and performs a graceful waltz step or two before he takes the cake. He would probably be the better of a little gentle exercise, too.

The camels can only carry a limited number of passengers, and their great padded feet do not feel comfortable on the hard paths of the Gardens. But they are popular enough and do their share of earning a dividend. As there are several of them, the turn of each does not recur too often. They also do some haulage work in the mornings, drawing hay and straw where wanted in light carts to which they are harnessed. The one and only llama is a favourite with children who sit behind him in a pony-cart adapted to his powers. Another rare draught animal is an alpaca lately acquired It has been broken to harness and is gentle enough to be driven about. Zebras were trained as much as these stiff-necked beasts will allow, but as they will not always submit to control and proved so much of a danger to the crowds that resort to the Gardens they are not driven now. Some of the ostriches have been broken to riding and will probably be made to do some carrying in time. The King's Nepaul rhinoceros has been ridden, but has not become an every day steed yet. There is hope that if future winters bring much snow the reindeer acquired by the Society will spin along in sleighs and be very popular. On the whole it seems to be a most excellent plan to give the idle animals, which can work, something to do. They will not be so bored, will be in far better health and will enjoy their leisure and the excellence of their diet far more for the light exercise imposed on them, just as the driven or ridden horse is always delighted to return to his stable and to his well-earned feed of oats.

INDIANS IN THE TRANSVAAL. AT the moment, when the question of another field in Africa, for Indian labourers is being discussed, consideration of the situation of Indians in the British Colony will be singularly appropriate. We notice the subject has been discussed at the recently held provincial conference in Madras, and judging from the telegraphic report before us, it was discussed in a reasonable and moderate manner. It may be as well to point out, however, that when this question finds its place on an Indian platform, little or no mention is made of the point of view as it presents itself to the white colonist. We think this is a pity because the omission is bound to be noticed, and those who are lacking in sympathy with the case for the Indians will be provided with a weapon which they will not fail to use. That the South African has a case it is impossible truthfully to deny, and our view is that it is important to the success of the Indian cause that that case should be examined and tested in this country. Ignoring the evidence for the other side is bad tactics, to say nothing of the moral aspect of such a proceeding, and we trust to find that in future discussions of the situation, the other side to the question will receive consideration. If it does nothing else it will certainly establish the reasonableness of the Indian attitude.

AMONG the passengers who proceeded to Europe on Saturday by the P. and O. Co.'s mail steamer "Salsette" were : the Hon. Mr. H. R. Greaves, Rai Bahadur the Hon. Mr. Ganga Ram, C. I. E., and Mr. P. F. Rennie, I. C. S.,

THE P. and O. Co.'s s.s. "Mantua" arrived at Plymouth on the afternoon of the 9th instant.

THE town-planners at Delhi have continued their examination of sites about Delhi during the past week.

SIR G. ROOS-KEPPEL, Chief Commissioner, N.-W. Frontier Province, proceeded to Abbotabad last week *en route* to Nathia Gali.

A FRONTIER correspondent reported a few days ago that the Amir was still at Jellalabad.

THE memorial service for Lieutenant Blacklock, 8th Hussars, who met his death by pigsticking, was held yesterday prior to the body being sent to England for interment.

NOTES FROM LONDON.

MORE ABOUT THE "TITANIC."

Italy's Latest Move.

[BY ASIATICUS.]

LONDON, APRIL 26.

THE tragedy of the "Titanic" still looms vastly in the public mind, to the exclusion of most other subjects. I am bound to say that as we get nearer the truth, the disaster grows more amazing. There is no doubt now that although the commander was warned that there was ice ahead, the ship was going at 23 knots. The look-out men had no glasses, although they had appealed for them. The boats had to be lowered from a height of 75 feet, and the officers were afraid to fill them to their fullest capacity while they swung at the davits, for fear that they would break in half. By the way, the last boat on the "Birkenhead" broke in half on the davits, because so many people swarmed into her. She was a light boat hanging over the stern. That fact was told to me many years afterwards by the man who was at the wheel of the "Birkenhead" when she struck.

Some of the "Titanic's" boats were thus lowered to the water only partly full, and they shoved off without waiting for more people. When the ship sank several of the boats kept outside the drowning masses of people, without attempting to save any. The explanation given is that if they had ventured closely among them, they would have been swamped by persons struggling for their lives. It may be so, but to me the admission seems terrible. Worse was to follow. The boats hung about the outskirts of the ring of drowning people, listening to their shrieks and moans for help. It was *an hour and a half* before the cries grew few and faint. Then they rowed in and picked up a few who still survived but several of the boats reached the "Carpathia" only partly full. The whole disaster is full of poignant and now authentic stories like that. No doubt you have learned many of them by cable.

The shock of the collision was so slight that it is now thought probable that some on board went down with the ship and never knew what had happened. They were sleeping in their berths, and in that immense warren were never warned. The curious thing is that if the "Titanic" had struck a big iceberg full tilt, instead of just scraping over it, she would probably have been saved. More tragic is the discovery that another liner, the "Californian," was probably within 25 miles of the "Titanic" when the accident occurred, and had she known might have saved every soul on board. But she did not know. She was among the ice and her engines were stopped, and her wireless was not working.

THE AMERICAN INQUIRY.

The newspapers have grown more rational and practical, though it was rather surprising to discover the *Spectator* last Saturday suggesting that great liners should be made with detachable top decks. The theory seems to be that as the vessel sinks, the decks will float away with the passengers. The trifling fact that the "Titanic" went down head first seems to be ignored. The idea that liners should travel in pairs still obtains fitful currency, and no one has pointed out that though H. M. S. "Victoria" had ships all round her when she was rammed, a large proportion of her crew was drowned.

The critic who has really impressed me is the undefeated Mr. Horatio Bottomley. He is, indeed, truly unsinkable himself; but let us give credit where it is due. It seems that his newspaper, *John Bull*, repeatedly drew attention to the scarcity of boats on the "Olympic" and the "Titanic." Not only that, but Mr. Bottomley hammered away at the matter in Parliament, and questioned the President of the Board of Trade on several occasions. He was treated with the usual official rudeness, and never once obtained a satisfactory reply, although he declared it was a mistake to suppose that these vessels were unsinkable.

The enquiry now being conducted by a committee of the United States Senate is a most extraordinary, and, so far as I can see, improper tribunal. A good deal of quiet anger is being aroused here concerning its methods. The "Titanic" was a British ship, and according to the usual procedure, the inquiry should have been held in England. The United States Senate has practically ordered the forcible detention of English witnesses and its inquiry is being conducted in a way that is condemned even in America. No one here complains that an inquiry is being held in the States. It is also acknowledged that a good deal of useful information is being elicited. But what moves the British public to wrath is that while behaving with apparent animus, the United States Senators on the committee have shown themselves utterly ignorant of the most elementary facts about ships.

The President of the Committee, Senator Smith, has made himself the laughing-stock of two continents. His choicest achievement was when he asked why the passengers were not made to take refuge in the watertight compartments, and if not, what the watertight compartments were for. On Wednesday he wanted to know "whether the ship had sunk by the bows or by the head." Another question was :—"Did you fire horizontally upwards?" On being told that the temperature was 48 degrees, he said : "Do you mean 48 degrees above or below?" On Tuesday he inquired;—"Don't icebergs expel rays of light, such as the stars and moon?" One gathers that Mr. Smith was formerly a messenger-boy, but this is difficult to believe, for messenger-boys are usually very intelligent persons. It seems that whenever a Committee of Inquiry is appointed by the Senate, the man who moves for it is made Chairman. That is how Mr. Smith chances to find himself in a position in which even an old bumboat-woman would have made fewer ridiculous blunders. The only really competent man on the Committee appears to be Senator Burton,

SOME REFLECTIONS.

Perhaps I may be permitted to add one or two reflections, which are prompted by the fact that I have made many voyages in many seas. No one can seek to minimise the mistakes which led to the "Titanic" disaster, but there are certain points which ought to be borne in mind by the public, even in its present excited mood. The people who are most excited are those who know nothing about ocean travelling. Much is said about "the craving for speed." Now no one ever condemns "the craving for speed on railways, and no one ever dreams of travelling by a slow train when he can get an express. The bulk of ocean travellers are not out for a holiday, but are travelling on business. They want to get their destination as quickly as possible, and their desire is perfectly natural. Few of us who are regular travellers care anything about fancy dress balls in the Red Sea, or deck sports, or any shipboard amusements, except as a means of passing the time. A voyage, especially over familiar routes, is nothing more to us than a railway journey, and we want to get it over and get to work. We do not wish to go crawling about the oceans of the world, and in particular, we do not wish to hang about in the Atlantic, to my mind the dullest of crossings. Condemn, if you will, the madness which takes a great steamer at full speed within a perilous ice zone, but do not suppose that the desire of the passenger to get his voyage done quickly is invariably foolish.

Again, it is ridiculous to suggest that the White Star Company deliberately economised on boats in order to provide swimming baths and palm lounges. That company has enormous capital at its back, and is controlled by capable men of business. Boats cost relatively little, and the White Star people would rather have carried a thousand boats than willingly have faced the risk of the attacks to which they are now being subjected. Every great steamship company knows that its business is to bring its passengers safe to land. The men who run these companies are not fools. They are not little men running little tramp steamers meant to sink. The White Star people honestly believed their ship to be unsinkable. They were very nearly right, and the only thing they forgot to think of was the danger of scraping over a submerged iceberg. They were too confident, and they ought to have had more boats, but do not let us accuse them of wilfully endangering lives for the sake of saving a few hundred pounds in a ship which cost a million and a half.

Then I would say that any man, experienced in ocean travelling, who has all this time been under the delusion that every ship he travelled on carried boats for all, must have been either very unobservant or very ignorant. The last time I crossed the Atlantic in a big liner the boats we carried would only have contained two-thirds of those on board. It was mid-winter, and we had a fierce gale the whole way until we neared the Irish coast. Great seas swept the forecastle, and one day I saw a wave wrench thick iron ladders from their fastenings and twist them as though they were made of tin. Had we come to grief in such a sea, from any cause, I do not believe any boat would have lived for an hour. Men and women who go to sea must face risks and be thankful that the chance of death is so remote. I am told that the P. and O. vessels carry enough boats for every one on board. The "Oceana" certainly had boats enough for twice the number of her passengers and crew and yet the first boat lowered was swamped, and lives were lost. If the inadequacy of boat drills is condemned, then I am with the critics. In all the voyages I have made, on many lines, I have never seen a boat lowered even a short way from the davits at sea, except to send succour to persons in distress.

CROSS-CHANNEL PASSAGES.

To-night, after despatching this letter, I happen to be crossing to the Channel Islands, a journey I often make. The ship on which I shall be crossing only carries enough boats for a small proportion of those who will be on board ; yet probably more disasters have happened to the ships of the two regular lines to the Channel Islands, than to those of any lines running from the United Kingdom. The cross-Channel boats, both to the islands and to France, run at high speed at night right across the main stream of Channel traffic. The Channel Island route is beset by rocks and reefs, full of queer cross-currents, and very liable to fog in the early summer. It is a far more dangerous little voyage than crossing the Atlantic ; yet while all the press is insisting that collapsible boats should be piled high on the "Olympic," no one says a word about the Channel steamers. I do not believe these latter vessels could carry enough boats for all the passengers they sometimes contain. My point is this. Before we rush into a vast array of new and peremptory regulations, let us see whither we are going. Let us have more boats, but let us not delude ourselves into the belief that all the precautions conceivable will ever prevent the occasional loss of life at sea.

THINGS IN PARLIAMENT.

Parliament seems to attract less attention than ever. The debate on the Government of India Bill took a rather unexpected turn on Monday. Word had gone round that Mr. Bonar Law did not intend to oppose the Bill, but to everybody's surprise he denounced it with compact brevity, chiefly on constitutional grounds, and also because the repartition of Bengal did not appear to be the unqualified success which the Government alleged. He did not divide the House against the Bill, but the protests which have now been registered by the Opposition in both houses against the changes announced at Delhi, may some day assume importance.

The Welsh Disestablishment Bill was brought in on Tuesday, but fell very flat. The *Times* said that Mr. McKenna's speech was "heavy and lifeless," and that seems to be the general verdict. Welsh Disestablishment has always been a peculiarly uninspiring topic. I heard Lord Rosebery unfold his ill-fated Bill to an audience of fifteen thousand Welsh miners at Cardiff. He was cheered for ten minutes when he rose, he spoke for fifty minutes, and he sat down in almost absolute silence. It was not the fault of the speaker, but of his subject. The prospective spoliation of the Welsh Church does not, in my experience, arouse much real enthusiasm even in Wales, except among a limited and virulent type of Nonconformist preachers. The bottom is knocked out of the scheme by the fact that the Church in Wales is making progress to-day at a rate it never did before. Moreover, the Conservative member for a Midland constituency, who has just been "stumping" his division, told me last week that in towns and villages alike he found more interest in Welsh Disestablishment than in any other question. The measure, he said, was singularly unpopular. He had come to the conclusion that the Church had vast and imperceptible reserves of strength on which it was now drawing.

ELECTION PROSPECTS.

That shrewd observer of Parliamentary life, Sir Henry Lucy, says he considers that Mr. Asquith is in a strong position. So long as the Irish members do not desert him he can carry on with confidence, and Sir Henry sees no prospect of a general election. Even if the House of Lords exercise their full power of rejection of Home Rule and Welsh Disestablishment under the Parliament Act, the Government can cling to office until these measures become law. They can then leave it to their successors to put them into operation. The last observation is not Sir Henry Lucy's, but mine.

There is no doubt much in what he says, but it means that this Government will remain in office until the end of 1914, which to me seems inconceivable.

THE ITALIAN POSITION.

The Italians, by approaching the Dardanelles and exchanging shots with the Turkish forts, have carried the war into Europe. Colonel Repington drily remarks that they have rung the bell and run away, which really represents the situation. But their seizure of various islands shows that more is intended. The only way they can bring more pressure to bear upon Turkey is by invasion in Europe. Their fleet is too small to allow them to run the risk of forcing the Dardanelles and bombarding Cons-

(CONTINUED ON PAGE 6.)

DISESTABLISHMENT BILL.

FORECAST IN REGARD TO ENGLISH CHURCH.

The Welsh Measure only a Preliminary One.

[THROUGH REUTER'S AGENCY.]

LONDON, MAY 12.

Mr. Runciman, speaking at Liverpool last night, said that the feeling against Home Rule was mild and half asleep. The second reading of the Bill in the Commons showed a clear British majority of 39 in favour of Home Rule.

Welsh disestablishment was only a preliminary to English disestablishment.

A CHANNEL COLLISION.

British Warship Runs down a Tramp Steamer.

FOLKESTONE, MAY 12.

A collision occurred this morning between H. M. S. "London" and the tramp steamer "Don Benito." The latter was badly damaged and was beached.

THE DARDANELLES.

Possible Russian Action to Enforce Passage.

CONSTANTINOPLE, MAY 11.

The work of removing the mines from the Dardanelles has been suspended on the plea of unfavourable weather. The delay is disquieting to shipping circles and is making an impression in diplomatic quarters.

ST. PETERSBURG, MAY 12.

The conference of representatives of trade, and the Ministry of Commerce yesterday came to the conclusion that the free passage of the Dardanelles was not assured even in the future, and decided to memorialise the Government urging the necessity of a passage from the Black Sea for Russian trade, and requesting that every means should be employed to secure a passage.

THE OLYMPIC GAMES.

British Lady Wins the Tennis Singles Championship.

STOCKHOLM MAY 12.

In the final round of the covered courts doubles in the Olympic Games, Gobert and Germot (of France) beat Setterwall and Kempe of Sweden, by 6—4; 12—14; 6—2; 6—4.

In the final of the Ladies' singles, Mrs. Hannam (of Britain) beat Miss Castenschiold (of Denmark) by 6—4, 6—3.

"MELTING OF THE SNOWS."

Serious Revolt Breaks out in Albania.

LONDON, MAY 11.

Turkey is hurrying reinforcements to Albania where a revolt has broken out at Scutari and Ipek, and the troops have sustained a reverse. It is feared that the Mirdites and other powerful clans will joint the revolt.

CONSTANTINOPLE, MAY 12.

The Albanians, who are in revolt, demand the same privileges as were granted to the Malissori in 1911, including the right to carry arms.

It is reported that the revolt has spread to Diakova where the garrison has been attacked and surrounded and communications cut.

Gendarmery guardhouses in the Milidite country have been burned. The authorities suspect Italian secret agents, but are confident that the force is sufficient to crush the revolt.

DIPLOMATIC CHANGES.

French Opinion Regarding the Change.

LONDON, MAY 10.

It is now generally understood that Baron Marschall Von Bieberstein, German Ambassador at Constantinople, will succeed Count Wolff-Metternich in London.

LONDON, MAY 11.

French opinion believes that there is no reason for uneasiness over the appointment of Baron Marschall Von Bieberstein, and that Britain will not depart from the *Entente Cordiale*.

LONDON, MAY 12.

The Kaiser, at Karlsruhe, yesterday, had conferences with Dr. Von Bethmann-Hollweg and Baron Marschall Von Bieberstein.

TOLL OF THE MISSISSIPPI.

Desperate Position of Cities in Louisiana.

NEW ORLEANS, MAY 11.

A torrential rainfall has aggravated the floods in Louisiana and the position is desperate at Batonrouge.

The streets of New Orleans are becoming inundated and water is racing through the business quarter.

NORTH BORNEO.

Sir West Ridgeway Details the Country's Need.

LONDON, MAY 11.

Sir West Ridgeway, interviewed by Reuter on his return from North Borneo, said he hoped that a comprehensive scheme of immigration of settlers, with their families, would be undertaken.

Population was the great need of the country Extensive roads would be one of the chief items of the new programme.

THE LATE LORD WENLOCK.

LONDON, MAY 12.

Lord Wenlock, a former Governor of Madras, left £519,487.

THE "TITANIC" DISASTER

Remarkable Evidence at the British Enquiry.

MR. ISMAY AT LIVERPOOL.

[THROUGH REUTER'S AGENCY.]

LONDON, MAY 11.

Some remarkable points were revealed by the evidence at the "Titanic" enquiry, which demonstrated that, although the watertight compartments were closed immediately after collision, they were afterwards all raised at the instance of the engineers.

The Chief Engineer, Mr. Baker, had some extraordinary adventures. He went down with the "Titanic", but believed that his head was never under water. He swam without assistance for two hours and was eventually picked up by a boat. He felt no cold having previously drunk half a tumbler of liqueur.

Mr. Ismay arrived at Liverpool on board the "Adriatic" to-day, and was cheered on landing.

MINIMUM WAGE ACT.

South Wales Miners Threaten Trouble.

LONDON, MAY 10.

The South Wales Miners have decided not to take any further part in the proceedings of the Coal Board presided over by Lord St. Aldwyn.

LONDON, MAY 11.

The South Wales miners have decided not to attend the District Board, pending the conference of the Miners' Federation on the 21st of May.

LONDON, MAY 12.

The decision of the South Wales miners to refer to the Miners' Federation is regarded as a victory for the moderates.

Lord Mersey has issued an award fixing the rates for Northumberland at 4s. 9d. for day-workers, and 5s. 6d. for piece-workers. The decision is generally approved and compares with 4s. 6d. awarded to the South Wales day-workers by Lord St. Aldwyn.

INDIAN TOUR PICTURES.

Royal Family's Visit to the Scala Theatre.

LONDON, MAY 12.

Their Majesties and other members of the Royal Family, Queen Alexandra and the Empress-Dowager of Russia, yesterday witnessed at the Scala Theatre the kinemacolor pictures of the Indian tour.

RUSSIAN SAILORS' MUTINY.

Attempt to Hold a Requiem Mass for Lena Victims.

LONDON, MAY 11.

A mysterious mutiny has occurred at Helsingfors on board the warship "Cesarewitch." Scores of sailors have been conveyed in irons to St. Petersburg.

It is stated that a charge of carrying on a revolutionary propaganda will be preferred by the secret police.

It appears that the prisoners attempted to hold a requiem for the Lena victims.

RACING AT HOME.

Bachelor's Hope's Easy in Win the Jubilee Stakes.

LONDON, MAY 11.

The following is the result of the Jubilee Stakes :—

Bachelor's Hope.....(Whalley) 1
Whiskybroom.....(Maher) 2
Mustapha.....(Robbins) 3

ALSO RAN :—Hornet's Beauty, (Winter); Sir Martin, (Stern); Lonawand, (F. Wootton); Wolfe Land, (Trigg); Protestant Boy, (Foy); Uncle Pat, (W. Huxley); Cyllius, (Stokes); Wise Symon, (Huxley); and Donnithorne, (Longhurst.)

THE RACE :—Won by four lengths, six lengths between second and third.

BETTING :—100 to 9 against Bachelor's Hope; 15 to 2 Whisk Broom; and 10 to 1 Mustapha.

PLACE BETTING :—2 to 1 against Mustapha and the others proportionately.

The last betting quotations before the race, as cabled by Reuter, were :—

11 to 2 against Uncle Pat.
6 to 1 against Sir Martin;
100 to 14 against Mustapha and Hornet's Beauty;
10 to 1 against Lonawand;
100 to 9 against Donithorne;
100 to 6 against Bachelors's Hope and Lycaon;
18 to 1 against Wolfe Land.

A DERBY SCRATCHING.

LONDON, MAY 11.

Coriander was scratched for the Derby at nine this morning.

Betting on the Derby is :—

3 to 1 against Lomond.
20 to 1 against Lorenzo.
100 to 3 against Mordred.

CRICKET IN ENGLAND.

The Australian Team's First Victory.

LONDON, MAY 10.

The Australians beat Northamptonshire by an innings and 64 runs.

Cambridge beat Middlesex by an innings.

LONDON, MAY 11.

The South Africans have beaten Surrey by 52 runs;

The M. C. C. beat Kent by 73 runs.

Hampshire beat Somerset by 202 runs.

Yorkshire beat Leicestershire by nine wickets.

THE IN-COMING MAIL.

ADEN, MAY 12.

The P. and O. s.s. "Persia," with the English mails of the 3rd instant, left for Bombay at 2 p m, to-day.

THE ROYAL REVIEW.

King George Leads His Battle Squadrons to Sea.

HIS MAJESTY AND AVIATION.

[THROUGH REUTER'S AGENCY.]

LONDON, MAY 10.

In brilliant sunshine, to-day, the King led the battle squadrons out to the open sea, where practice with big guns took place.

The hydro-aeroplane made some marvellous evolutions, and the King, watching through his binoculars, said he would like to make a trip in it.

LONDON, MAY 11.

The King congratulated the commander of the "Orion" on the splendid practice of the battleship's 13-inch guns which scored 21 hits out of 28 at a range of six thousand yards.

The squadrons when returning to harbour after seven hours at sea, were attacked by the submarine division. In the accounts of the manœuvres prominence is given to the feats of the airmen and the interest taken in them by the King which is expected to give an impetus to air-scouting in the Navy.

Mr. Churchill, after the Home Rule division, motored to Bournemouth and proceeded at full speed on the destroyers to Weymouth, where he was just in time to board H. M. S. "Hercules" as she was putting to sea.

THE KING'S PRIDE AND SATISFACTION

LONDON, MAY 11.

Replying to an address at Weymouth, the King expressed his unfailing interest in the Navy, and his pride and satisfaction in finding that the highest standard of its glorious past was maintained as securely as ever.

A LINER ASHORE.

Failure of Attempt to Refloat the Vessel.

LONDON, MAY 11.

The Royal Mail Company's luxurious cruising yacht "Arcadian" has been ashore for several days at Cartagena, Colombia.

The passengers are on board.

Attempts to refloat her have hitherto been unsuccessful. The vessel is being lightened.

INDIAN PRELATES IN ROME.

The Archbishop of Bombay Received by the Pope.

LONDON, MAY 11.

The Pope has received in audiencepthe Most Rev. Herman Jurgens, Roman Catholic Archbishop of Bombay, and the Right Rev. Paul Perini, Bishop of Mangalore.

SCOTTISH HOME RULE.

Separate Parliament not to be Asked for.

LONDON, MAY 11.

Mr. McKinnon-Wood, speaking at Edinburgh last night, said that Scotsmen did not want Home Rule precisely on Irish lines. They wished to retain all their members at Westminster, not from selfish motives but because it would be a loss to the Empire if they were withdrawn.

MISS MALECKA.

Englishwoman to Spend Four Years in Russian Jail.

WARSAW, MAY 11.

An Englishwoman, named Miss Malecka, daughter of a Polish patriot of the forties, has been sentenced to four years' penal servitude for consorting with revolutionaries. The arrest of Miss Malecka caused much agitation in England, and her trial was public owing to the representations of the British Government.

TROUBLES OF AVIATION.

Airman to Pay Damages for Frightening Cows.

SYDNEY, MAY 11.

A dairyman has obtained damages against an aviator for causing a stampede among cows by which two were killed and others injured.

NAVAL ARMAMENTS.

An Expert "Whispers" of New 18-Inch Gun.

LONDON, MAY 11.

Mr. Gledhill, of Messrs. Armstrong, Whitworth and Co., speaking at the banquet of the Iron and Steel Institute, said there were whispers of a new 18-inch gun, weighing 150 to 200 tons.

OBITUARY.

Parliamentary Vacancy in N. W. Norfolk.

LONDON, MAY 11.

The deaths are announced of Lord St. John of Bletsoe : and of Sir George White, M.P.

[Lord St. John of Bletsoe was the head of one of the most ancient families in England, it being recorded that the ancestor was "Supervisor of wagons and carriages with the conqueror." The deceased, who was the sixteenth in succession to the barony, which was created in 1660, was born in 1844, was a strong Anglican and Conservative, and served for a short time in the 74th Highlanders. The family own about 8,000 acres in Bedfordshire.

[The death of Sir George White will create a Parliamentary vacancy for North West Norfolk, for which constituency he had sat, in the Liberal interest, since 1900. Sir George was interested in a firm of boot manufacturers, and outside business gave up much time to educational matters. He was a former president of the Baptist Union. He was 71.]

The figures at the last Election in Norfolk (N.W.) were :

Sir G. White (L).....5,407
Mr. N. P. Jodrell (O).....4,264

L. majority.....1,143

Previously Mr. Joseph Arch was the Liberal member for the Division.

HEAT WAVE IN ENGLAND.

Record Shade Temperature in London.

A SERIOUS DROUGHT.

[THROUGH REUTER'S AGENCY.]

LONDON, MAY 12.

The temperature in London yesterday was seventy-nine in the shade which is a record for this season of the year.

Anxiety is felt at the continuance of drought. The rainfall for fifty-seven days has been ·37 of an inch.

THE GREAT INDICTMENT.

Mr. Bonar Law Pleads for the Empire.

LONDON, MAY 10.

An enthusiastic meeting of the Primrose League was held at the Albert Hall to-day.

Mr. Bonar Law made a strong fighting speech denouncing Home Rule and Disestablishment, and attacking the Government's finance.

Consols, he said, had slithered down, and the land tax had produced £40,000 and cost £686,000 to collect. He was confident that Mr. Lloyd George would get some good use for election purposes out of his six millions surplus.

"Surely," Mr. Bonar Law went on to say, "the Imperial Government ought to look after the interests of the Empire, yet it went out of its way to help towards making Canada an adjunct of the United States. It was only the true instinct of the Canadians which warded off that calamity." He asked his audience to imagine the loss of trade and wealth that would have meant.

Regarding defence, Mr. Bonar Law said that victory in the present war of armaments must rest with the longer purse. Britain's hope lay in strengthening the inexhaustible resources of the sister nations overseas. (Cheers).

INDIAN CASH BALANCES.

Under Secretary's Statement in the Commons.

LONDON, MAY 10.

In the House of Commons, to-day, replying to Mr. Touche, Mr. Montagu said that the cash balance held by the Secretary of State for India, apart from the Gold Standard Reserve, amounted on the 6th instant to £17,568,485, of which £6,915,000 was deposited in seven banks without security, £10,100,000 on security to approved borrowers, and £553,485 on current account at the Bank of England.

The rates of interest varied from 2½ per cent. to 3½ per cent. per annum, according to the period of deposit.

It was not desirable to give the names of approved borrowers.

THE OSBORNE JUDGMENT.

Draft of the Reversing Bill Just Issued.

LONDON, MAY 11.

The Bill to reverse the Osborne judgment has been issued. It empowers Trade Unions to devote their funds to political objects if approved by a majority of the members by ballot.

Any member unwilling to contribute may be exempted by giving notice, but he shall not be excluded from other benefits.

GERMAN NAVY BILL.

Did England Mean War Last Summer?

BERLIN, MAY 11.

The Budget Committee of the Reichstag, to-day, began the debate on the Navy Bill.

Admiral Von Tirpitz, Minister of Marine, alluding to the strained Anglo-German situation last summer, and while drawing attention to Mr. Asquith's denial that Great Britain intended to attack Germany, declared that Britain had undoubtedly made preparations on a not inconsiderable scale, although this did not necessarily mean any intention to go to war.

Admiral Tirpitz repeated the asseveration that the German Navy was not of an aggressive character.

THE GERMAN ARMY.

Increase in Peace-Strength Voted.

BERLIN, MAY 10.

The Reichstag, to-day, passed the second reading of the Bill increasing the peace strength of the Army. The Socialists opposed the motion.

NEWSPAPER COMBINE.

"Daily News" and "Morning Leader" Amalgamated.

LONDON, MAY 11.

The *Morning Leader* dies to-day having been incorporated with the *Daily News*, which will henceforth be styled *Daily News and Leader*.

HAMBURG-AMERIKA LINE.

LONDON, MAY 10.

The Hamburg-Amerika line announces that it will increase its capital by twenty-five million marks.

THE DUTCH MINISTRY.

THE HAGUE. MAY 12.

Captain Colyn, Minister for War, will take over the Ministry of Marine in the interim.

THE TAILORS' STRIKE.

LONDON, MAY 11.

Six thousand East-End tailors struck to-day. There are now between twenty and thirty thousand persons idle.

PERSIAN CHAOS.

Grave Situation in Fars and Kerman.

INDIAN MERCHANTS' APPEAL.

(FROM OUR CORRESPONDENT.)

ALLAHABAD, MAY 11.

There is renewed trouble in Fars. The Kashgais are fighting among themselves. The Indo-European Telegraph Department report the constant cutting of the wires between Bushire and Shiraz. As fast as one break is repaired another occurs, and messages by the Indo-European route are now being seriously delayed.

ATTACK ON KERMAN.

KARACHI, MAY 11.

The *Sind Gazette* states: Telegraphic news from Kerman announces that that city is actually being attacked by rebels. For some time past telegraphic lines in Persia erected and maintained by the Indo-European Company have been cut or torn down as soon as repaired and, now, wandering tribesmen gaining courage, have delivered an attack on Kerman itself, the principal emporium in Southern Persia of Persian and British trade.

An appeal has just been made by the Indian merchants of Shikarpur to the Government of India. They telegraph to-day that the lives of their representatives in Kerman are in danger and that goods and property belonging to them valued at over twenty-five lakhs of rupees, are jeopardised.

THE MESHED INCIDENT.

SIMLA, MAY 11.

A Foreign Office Press communique states: On receipt of the news of the recent bombardment of the shrine at Meshed, His Majesty's Government, who are fully alive to the importance of the incident, at once instructed the British Ambassador at St. Petersburg to make representations to the Russian Government which have since been repeated to the Russian Ambassador at the Court of St. James.

THE TROUBLE IN TIBET.

Natives Take Steps to Check Chinese Advance.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 11.

The special Chinese correspondent of the *Statesman* wiring from Kalimpong says :—

I have no knowledge of the ex-Amban Lien seeking sanctuary at the hands of the Tibetans. Until very recently, so goes a report, he had been a hermit since he made over charge of his official duties to Mr. Ho Tseyi in February last in a lamasery. He is supposed to have made good his escape a few days ago.

All the Tibetan troops stationed at Gyantse have been ordered to Lhasa. The people in Shigatse and Gyantse have been called upon to serve in a defensive force to check the progress of the Chinese troops on the Khamba road

Mr. H. Tseyi is reported by the Chinese to have been murdered by Tibetans in March last, when in hiding in a house opposite a lamasery, because they assert that he was a pretender to the claims of the Deputy Military Governor of Tibet.

INDIAN AGRICULTURE.

Speech at Madras Industrial Conference.

(FROM OUR CORRESPONDENT.)

MADRAS, MAY 11.

The Provincial Industrial Conference was held to-day at Kumbakonam, Rao Bahadur P. Thyagaraya Chetty presiding. There was a large gathering and the Hon'ble Mr. N. Krishnaswami Iyengar, chairman of the Reception Committee welcomed the delegates, after which the President delivered his address. In the course of this he said that he did not think that any one could seriously maintain that agriculture had made any appreciable progress in the country during the past hundred years except in a few favoured localities. The ryot had been content to follow the same method of farming as his forefathers did centuries ago.

He then unburdened himself regarding India's so-called agricultural prosperity, and admitted that his views were opposed to those held by the officials of the Government. Nine-tenths of the agricultural population, he said, lived from hand to month and he urged the need for Government farms and experiments in improved methods of agriculture to demonstrate to the ryots the superior results in improved methods.

The speaker then referred to the textile industry which could be further developed. India's position in the dyeing industry was next indicated and he hoped Dr. Marsden, whom the Government had brought out as an expert in the tinctorial art, would be provided with ample funds and be given a free hand in carrying out his experiments.

In conclusion, he touched on the need for private enterprise in technical education and the development of their indigenous industries and manufactures.

COMMERCE AND INDUSTRY.

Removal of Department from Calcutta.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 11.

The "*Empire*" this evening publishes the opinion of leading Indians on the question of the removal of the Commerce and Industry Department to Delhi and Simla.

Maharaja Rishee Case Law, President of the Bengal National Chamber of Commerce, says : The Commerce Member must remain on the spot to be of help to the mercantile community when any difficult question arises. I think that concerted action by both the Indian and European communities is absolutely necessary.

Rai Sitanath Roy, Secretary of the Bengal National Chamber, could not conceive that the Commerce Member should have his headquarters at any other place than Calcutta. It was never anticipated that the Member should be allowed to fritter away his energy among the burning sands of the Delhi plains.

THE G. I. P. Railway authorities report : An engine and front brake van and four luggage vans of the "356-up" Nagpur-Bhusawal passenger train were derailed at Kuram station at 5-30 on Saturday morning, blocking the main line. Passenger trains are being transhipped. It was expected that the line would be cleared by 12 noon on Sunday.

(TELEGRAMS CONTINUED ON PAGE 6.)

THE WAGON SHORTAGE.

Bombay Representation to the Railway Board.

FAILURE OF THE RAILWAYS.

THE following letter has been addressed by the Committee of the Bombay Chamber of Commerce to the Secretary, Railway Board, with reference to the traffic difficulties now being experienced by the Railways.

Copies of this letter have been sent to the Finance and to the Commerce and Industry Departments as also to the Government of Bombay.

From the Secretary of the Chamber of Commerce, Bombay, 8th May, 1912.

To the Secretary, Railway Board, Simla.

Sir,—The question as to the liability of the Railways terminating in Bombay to deal with the traffic offering during the busy season is a matter which my Committee have brought to the notice of the Railway Board on numerous occasions, and although it is recognised that the conditions at the present moment are somewhat exceptional, owing to the heavy famine fodder traffic, my Committee feel that the failure of the railways to meet the requirements of the trade is so complete that no excuse is necessary in further representing the matter to the Government of India.

2. I am to say that my Committee are of opinion that the whole question resolves itself into one as to the provision of funds for the improvement of open lines.

MR. ROBERTSON'S REPORT.

3. The late Mr. Thomas Robertson in his report, dated 25th March, 1903, dealing with this subject, stated his opinion that the allotments for the improvements during the years prior to the date of his report had not been sufficient to permit of railways proceeding with as much rapidity as was desirable, and that a very large outlay would be necessary for some years to come if they were even to keep pace with their business, whilst he considered that good management required that demands should be anticipated and that facilities should be provided slightly in excess of the actual requirements of the day.

4. The whole tenor of Mr. Robertson's report goes to show his conviction that what the railways of India required was not so much any very large increase in their goods stock, but the provision of funds for improvements on a liberal scale to enable them to deal more expeditiously with the traffic, and to get more work out of their existing rolling-stock. He criticised the present system of financing railways in India under which "no Railway knows, or is able to form an accurate estimate of, the sum which will be allotted to it during a series of years, or even two successive years", and expressed the opinion that such a system "strikes at the very root of commercial success, and must lead to a waste of public money and to business being seriously hampered". Speaking of the company-worked Railways he remarked : "The capital expenditure of company-worked railways is almost entirely connected with improvements; and it seems to me to be quite certain that if this expenditure is to continue to be governed by the programme, it will be impossible to give railways the facilities they require within anything like a reasonable time unless the present limitations of the programme are removed."

5. My committee are convinced that the experience of the past 8 or 9 years has fully justified the conclusions arrived at by the late Mr. Robertson, and they regret to have to record their opinion that the Bombay railways, at any rate, are still incapable of meeting the demands made upon them during the busy season, and that they have little confidence that, under the present financial arrangements any improvement, at all commensurate with the yearly increasing requirements of the trade, is to be expected.

6. My Committee understand that the Indian Railway Finance Committee of 1908, presided over by Sir James Mackay (now Lord Inchcape), recommended that the programme of annual expenditure on railway construction and development in India should be fixed at 12¼ millions sterling, equal to Rs. 13¾ crores, but so far, although there has been a considerable increase of trade, this amount has never been available, and for the current financial year the allotment is Rs. 13¼ crores only.

7. It is possible that additional funds may be forthcoming, and my Committee earnestly hope this will be the case, but they are aware that the expenditure of large sums of money on works distributed over a wide area requires that preparation should be made well in advance, especially in cases where the importation of material from England is involved, and they do not believe that a satisfactory solution of the present difficulty will be arrived at unless each railway can be assured of an adequate allotment for a series of years.

SINGLE LINES SHOULD BE DOUBLED.

8. My Committee have no desire to enter into details as to the nature of the improvements which are required, as this information is doubtless at the disposal of the Railway Board, but judging from the bitter complaints which are being received from merchants of the inability of the railways to remove their goods from stations upcountry, where much of the produce collected for transport is likely to be damaged by the approaching monsoon, and taking into consideration the known delays which occur in transit, my Committee believe that although a moderate and steady increase in the supply of goods wagons will be a necessity for some years to come, relief must be mainly sought in the doubling of single lines, the enlargement of sorting and marshalling yards at the more important points, and the increase of siding facilities at intermediate stations for crossing and passing traffic.

9. In conclusion, my Committee desire to repeat the opinion that the present methods of financing the railways of India have proved a failure, and they desire to urge that the whole question should be taken into consideration by Government without delay, with a view to the adoption of some system under which Railway Administrations shall be assured of an adequate amount of money each year, for a series of years, in order to enable them to increase the carrying capacity of their lines to the extent which the trade conditions of the country demand.—I have, etc.,

(Signed) C. H. ARMSTRONG,
Chairman.
(Signed) H. G. WHEELER,
Secretary.

YESTERDAY'S STORM.

Clouds of Dust Obscure View of the Sea.

BOMBAY was taken by surprise last evening at 5 o'clock, when a storm of considerable intensity broke over the city and harbour. A few drops of rain fell, but the high wind that lasted for about twenty minutes spoiled any chance there was of a downpour.

The feature of the outburst was the remarkable dust-storm that accompanied it. At the Cooperage and the Oval the dust made up of a great sheet which quite prevented a view of the sea, and those who stood on the Apollo Bunder could only make out with extreme difficulty the outlines of the nearest ship.

In places, the dust was so thick that the conditions resembled a London fog at its worst.

After the wind died away Bombay became normal, except that the evening proved hotter than usual.

OCTROI IN BANGALORE.

(FROM OUR CORRESPONDENT.)

BANGALORE, MAY 12.

The Hindu Commissioners of the station municipality held a meeting to-day to consider the introduction of a terminal tax in the place of the present octroi duties. In reply to the circular from the President asking their individual opinions the meeting decided to reply collectively, among other things (1) that without, the reciprocity of the Bangalore City Municipality the change would be disastrous to the station finances, and (2) that if octroi must be abolished, at any rate on piece-goods, a tax of half-an-anna per railway passenger arriving here should be levied.

FOREIGN AFFAIRS.

ATROCITIES AT FEZ.

Germany's "Reckless" Finance.

(FROM OUR CORRESPONDENT.)

PARIS, APRIL 27.

DETAIL concerning the revolt at Fez show that although the outbreak had not the character of a serious mutiny among the native troops that the first despatches led to be supposed, the death-roll is decidedly larger than was at first stated. No fewer than fifteen officers and forty non-commissioned officers and privates were killed, with thirteen French civilians and fifty inhabitants of the Jewish quarter. Four officers are among the wounded, with 66 non-commissioned officers and men. The first disturbance, according to the latest report, had its origin in the effervescence of the Moorish population, who were only too ready to believe the reports that the Sultan Mulai Hafid was a prisoner in the hands of the French. Two tabors or companies of the Sherifian army broke out in sympathy with the populace, and the men went back to their barracks, and there massacred the French instructors. As the French say, only the first steps cost an effort, and when the Moorish soldiers came out of the barracks with the heads of their victims on their bayonets, the ovation they received from the populace, especially from the women, who shouted a feverish encouragement, at once decided them to sack and pillage the Jewish quarter. Their depredations were carried out with the usual atrocities, and the absence of resistance only served to tempt the mob to do more. They came across several Frenchmen in the streets, and a survivor reports that one of them was beheaded before his eyes, the murderer coming up from behind with the stealth and swiftness of a cat, striking his blow before he could be seen. Several French residents were also caught at their houses unawares. The French hotel, the bank, and the French tobacco shops were sacked. Among those killed is the correspondent of the "Matin," an architect named M. Jean Bringau and his wife. He was at luncheon with a military interpreter and three other Frenchmen. Apparently, although taken completely by surprise, the party made the most of the situation of the house, which was at the end of two narrow passages, and defended themselves bravely for several hours. The French Consulate and the military hospital were defended by the hospital staff and a handful of convalescents. It is stated authoritatively that one result of the outbreak will be that the proposed visit of Mulai Hafid to Paris will be indefinitely postponed. It would be altogether impolitic to give any further semblance of foundation for the belief that the Sultan is a prisoner in the hands of the French.

FRENCH HEROES IN FEZ.

Independent accounts describe the hours of frenzied savagery on the one hand and impotent anxiety on the other, while the native mob held the upper hand in Fez last week. An account given by the "Matin" shows that the four telegraph operators in the station when surrounded by the mob found that they had only one revolver with them. Despairing of making an escape, they decided, however, to hold out as well as they could. They made a hole in the ceiling, and climbed to the first floor. They used their single revolver to good purpose, but after a time they found that the Moors had mounted the roof, and were using petrol for the purpose of setting fire to it. They had then to give way, and at last the Moors found and entrance. In the fighting, according to the account given by the "Matin," three of the men were mortally wounded, and the fourth attempted to commit suicide, but did no more than wound himself. Another account says that the fourth man, before dying in hospital, stated that when it was found that further resistance was hopeless he shot his three comrades and then shot himself. Many disquieting rumours coming from outlying parts of Morocco are forwarded from Fez and Tangier. The situation is not considered to be very grave, as the French troops hold strong positions, and are in good numbers, but it is thought that there may be a time of uneasiness to come, as disaffection and a simmering hatred of the French are reported in many quarters. There is a disposition here to attribute this and the recent outcome—the rioting at Fez—to an irresolute policy which has resulted in comparative inactivity on the part of the French troops for several months past. The "Matin" announces that in agreement with M. Regnault General Moinier has decided that the Pashas of Fez shall be deprived of their functions, and the French authorities will appoint governors to replace them. A court-martial will be constituted to try the leaders of the rebellion, the massacres, and the pillaging, and the inhabitants will be disarmed. It is possible also that Fez may be laid under a war contribution for the purpose of granting indemnities to the families of those killed and to those who have suffered losses.

RECKLESS GERMAN FINANCE.

Herr Wermuth, late Minister of Finance, has astonished Germany by publishing a critical study of the financial position of the Empire in the May number of the "Deutsche Revue." The article is exceedingly embarrassing for the Government and for Herr Kuhn, Herr Wermuth's successor and former colleague. The ex-Minister has refused to follow precedent and remain in the background after having office. He is too good a patriot to retire gracefully. "I seen no reason," he writes, "why a late member of the Governmeat, at so critical a moment, should not be able to present his opinions candidly without harming any one now that he has left office. Herr Wermuth retired because the Governments of the confederate States, led by Baron von Hertling, the Bavarian Premier, refused to sanction the inheritance duties, without which he had no means at his disposal to obtain the money necessary for the luxury of an increase in the navy which Admiral von Tirpitz had wrung from the reluctant Chancellor. Although his article appears to have been written before Herr Kuhn's financial proposals were published, Herr Wermuth's calm and dispassionate review of the grave situation created by Admiral von Tirpitz's insistence is sufficiently damning. After stating that the present cleavage in the inner policy of the Empire is largely due to forgetfulness of the principle that the undertaking of the Empire must be brought into conformity with its revenues, he proceeds to review the financial policy of the past, which he describes as one of debts. Coming to the financial reform of 1909, he examines the question of the effect of the new armament proposals on the soundness of Imperial finance, and his verdict—which, be it remembered, is that of a man who, faced by enormous difficulties, had almost finished the task of placing German finance on a sound footing—makes disagreeable reading, both for Germans and for well-wishers of Germany in England and elsewhere. "Even had the armament proposals themselves been at aside," he says, "it remained uncertain that the work of placing finance on a sound basis would be terminated in the current year. All the more must one hesitate to press and stretch with a heavier hand the revenue of 1912 to meet the armament proposals." Herr Wermuth then points out that the extra £9,000,000 needed in 1913 and the £10,000,000 needed in 1914 can only be derived from new taxes, unless the empire falls back into debt. After examining possible new sources of revenue, he comes to the conclusion that if financial confusion is to be avoided the empire will be obliged to adopt the scheme of the inheritance duties. Herr Wermuth's remarkable article is of necessity highly technical in character, but in its outline it is becoming known throughout Germany by analyses and extracts published in the newspapers. More independent organs express intense satisfaction that the late Minister has not seen the necessity of becoming a "political Trappist," to use the "Frankfurther Zeitung's" expression. Herr Kuhn will require courage to repeat his defence of his hazardous finance already presented in the columns of the "Norddeutsche Allgemeine Zeitung," when he has to explain his proposals in the Reichstag. If that body passes the supplementary Army and Navy Estimates in conjunction with their present financial basis, it will do so in the full knowledge that it is throwing the empire back into the financial muddle from which Herr Wermuth's wisdom had secured its escape.

ADMIRAL VON TIRPITZ AND THE NAVY LEAGUE.

In the German Reichstag on Wednesday when Admiral von Tirpitz, Minister of Marine, denied that with the Navy League, and corrected the impression that he had opened new perspectives of naval expansion. After representative Conservatives had expressed general approval of the Government's proposals, Herr Bassermann, leader of the National Liberals, made a weighty speech, to which his expe-

rience of the army added value. He cleverly charged the Chancellor, when discussing the finance of the Bill with accepting the principle of the inheritance duties, but scolding the Left when they kept it to the fore. Amiral von Tirpitz, Secretary of State to the Navy, in his speech said:—"I regard it as absolutely out of the question that the material reserve which we are now giving up will at some future time again be demanded. With reference to the notion that public opinion in favour of a new Navy Bill has been created by the newspaper articles influenced by us, I should like to emphasise the fact that I have absolutely no influence on the Navy League, and that the present Bill is different from what the Navy League wanted. "I repudiate the assertion of preceding speakers that the News Bureau of the Imperial Ministry of the Navy Department has carried on a strong agitation. There are in that department three officers on the active list of whom one cannot expect journalistic capabilities. They peruse the Press of the world, draw up a review of the naval situation, and report on movements of ships and accidents. I am convinced that this work has been done in the most correct manner. The activities of the News Bureau in the sense of agitation are immeasurably exaggerated. Such a movement as that in favour of an adequate fleet cannot be artificially created by a few individuals. The interest of the people in the fleet has arisen through the development of our nation and as a result of the growth of our economic relations, not through the activities of the News Bureau."

THE DARDANELLES.

Both at the Baltic Exchange and at Lloyd's the continued closing of the Dardanelles is being seriously felt. On Tuesday at the Baltic chartering for the great trade of the Black Sea was at a standstill. At Lloyd's as much as 20s. per cent. was quoted to cover grain vessels and their cargoes to and from the Black Sea and 31s. per cent. for the round voyage. In business circles there is great uneasiness regarding the situation. The Foreign Office has been approached, and has returned the answer that the Turkish Government declines to consider the question of the reopening of the Dardanelles while Italian men-of-war are in the vicinity. In this case there is little hope of the situation being relieved. A huge section of the British mercantile marine must as a result be laid up, and grievous loss will be suffered by many traders in this country which has no part or lot in the quarrel between Italy and Turkey. At the Baltic many merchants were in favour of drastic representation to the Foreign Office and, failing effective measures, of bringing this important question before the House of Commons. It was pointed out that unless some relief is obtained quickly many important contracts cannot be carried out. In the "Black Sea contracts" no provision is made for a position similar to that which at present exists, although provision is made for a blockade. The Ottoman Government has prohibited navigation, and therefore contracts which are running will possibly, in case of delay, entail no great loss on shipowners and merchants; but "future" contracts cannot be taken up, and grave loss in that respect must ensue, unless the Ottoman Government be compelled to move favourably in the matter or the Italian Government agrees to withdraw the warships to a certain distance. What is clear is that many British shipowners and merchants stand to lose enormous sums within the next few weeks unless the position is relieved, and at both the Baltic and Lloyd's yesterday there was little hope of this except through immediate action by the Government.

AERIAL FLEET FOR GERMANY.

The Berlin newspapers, with the exception of the Socialist organ "Vorwarts," print an appeal for subscriptions to the Nations' Aviation Fund, together with the names of the Central Committee. The energy with which the French have been amassing money for strengthening the naval air fleet has fired the German imagination, and since the middle of March £20,000 for military airships and aeroplanes has been collected, of which Saxony, with the encouragement of King Frederick, has contributed £6,000. Mannheim gave £600 and Heidelberg £500 on the first day the subscription list was opened. No Sarah Bernhardt has fascinated the audiences with the charm of her golden voice, but the ladies of Dresden have organised a ball in aid of the fund which is certain to be a great success, for patriotism and frivolity in combination are irresistible. The National Fund is under the patronage of Prince Henry of Prussia, Count von Posadowsky-Wehner, formerly Minister of the Interior, and now an independent member of the Reichstag, is president of the committee, and Herr Mendelsohn, the banker, is treasurer. Some of the most distinguished names in Germany appear on the list of the committee, among them Dr. Kaempf, President of the Reichstag, several royal Princes, and the more prominent Jewish financiers. It is noticeable that the semi-official "Norddeutsche Allgemeine Zeitung" prints the committee's appeal in place of its leading article. The committee has adopted the motto: "For the People, Through the People," and the movement appears likely to be very popular.

NOTES FROM LONDON.

(CONTINUED FROM PAGE 4.)

tantinople. The Turkish Army is too formidable to give them any chance of conquering Turkey in Europe without some help. What then, remains? It is believed that Italy counts upon rousing the Balkan States to attack Turkey from the north. The Bulgarian Army, in particular, is always yearning to march upon Constantinople, though I fancy that when it does it will receive the surprise of its life. "In the alternative," as the lawyers say, Italy reckons that the Powers will intervene and compel Turkey to conclude peace and assent to the annexation of Tripoli, rather than let the Balkans grow aflame with war.

For what it is worth, I record my conviction. That these calculations are wrong. Turkey is practically undefeated, and the Arabs of Africa are giving the Italians a bad time in Tripoli. The Powers are quite capable of trying to force Turkey to acknowledge a defeat she has not sustained, but what if Turkey keeps a stiff upper lip and declines to obey their behests? The Young Turks will be ruined if they give in, for they can never hope to consolidate the remnants of the Turkish Empire after suffering such a final humiliation. Supposing they conceive themselves to be in the position of the captain of a doomed ship, and resolve to go down with colours flying? The intriguing European chancelleries have left the Turkish temperament out of their somewhat shameless calculations. They forget that the Turks are both stubborn and fatalists. They forget that every thinking Turk feels in his heart that his race may have to quit Europe some day, and has resolved to bathe the Crescent flag in blood ere he goes. I shall not be surprised if Turkey takes up an attitude in this issue which will astonish and perplex all Europe. Great Britain made officially a bad mistake when she looked without resentment upon the Italian annexation of Tripoli, in the hope of weakening Italian attachment to the Triple Alliance.

Cynics find grim amusement in the topsy-turvy situation now evolved, by which sentimental Englishmen who for years clamoured for the expulsion of the Turk, "bag and baggage," are now his warmest champions.

ASIATICUS.

MORTALITY IN BOMBAY.

The following statement shows the total mortality and the incidence of plague in the City of Bombay, reported from 6 a.m. on the 11th May to 6 a.m., on the 11th May:—

	Plague attacks.	Plague deaths.
Total	12	11
Same date last year	39	32

Total mortality for to-day from all causes	101
Same date last year	141

NEWS LATER THAN THE MAIL

THE "TITANIC" DISASTER.

Some Remarkable Allegations of Callousness.

The following news later than the mail appears in the Australian papers. Gill's evidence and Captain Lord's denial thereof are at greater length than given in Reuter's messages:—

Washington, April 27.

At the inquiry being held by the Senate Committee into the "Titanic" disaster, a sensation was caused yesterday by Mr. Gill, a donkey engine man on the s.s. Californian.

In the course of his evidence Mr. Gill stated that on the night of the disaster he saw the "Titanic's" white rockets ten miles away at midnight, but he did not notify the officers on the bridge, because the officers could see them for themselves. An apprentice officer, however, informed the captain, who disregarded the signals of distress. Witness tried to organise a deputation from the crew to go to the captain to protest against the Californian's not going to the assistance of the distressed vessel, but the men were afraid of losing their jobs.

Captain Lord, the master of the Californian, denied Gill's allegations. He stated that when he came to the icefields he telegraphed to the "Titanic," which was then 19 1-2 miles away, and the "Titanic" replied, "Shut up! Get out of it!". He saw none of the "Titanic's" rockets. If he had received the "C. Q. D." signal on Sunday night, he could have reached the "Titanic" in two hours. Another ship lay within four or five miles of the Californian all Sunday night, and she sent up several white rockets, which were not distress signals. The Californian replied with the Morse signal. Witness told his telegraph operator to ascertain the vessel's name, but the vessel would not reply, so witness went to bed. He was told afterwards that the stranger steamed away at about 4 o'clock on Monday morning. He was sure that the vessel signalling was not the "Titanic." The icefield he had seen was 25 miles long, by several miles wide. He doubted the reliableness of the men on watch, and, owing to the presence of the ice, he stopped his engines.

The Chairman (Senator Smith) asked whether or not the witness had cast anchor, apparently ignorant of the fact that the sea was two miles deep at that spot.

Mr. Evans, the wireless telegraph operator on the Californian, stated that he went to bed at 11.25 on Sunday night, but previously, in conformity with the captain's orders, he warned the "Titanic" that she was in the vicinity of icebergs. The "Titanic's" operator replied: "Shut up! You have jammed me. I am communicating with the "Carpathia." The chief officer awoke witness at 3-40 on Monday morning, saying that he had seen rockets, and that he wanted information. Witness called the Frankfurt, and learned that the "Titanic" was sinking. It was generally believed on the Californian that the rockets seen on the Sunday night were from the "Titanic." Gill had told witness that he expected the newspapers would give 500 dollars for the story about the rockets.

Mr. Buley, a seaman on the "Titanic," asserted: "A steamer, with two lights at her masthead, was visible when the "Titanic" struck, and she passed right by us. We thought she was coming to help us, and we told the passengers so, to keep them quiet. She must have seen our rockets, as we saw the ship itself."

The American Merchant Marine Association has issued a manifesto protesting against what it describes as the Senate's farcical inquiry.

MARINE LOSSES.

London, April 27.

Owing to seven vessels being hopelessly overdue in addition to the number known to have been wrecked the marine underwriters' losses for the expired portion of the present year amount to about £5,000,000. It is feared that the claims over the "Titanic" disaster, including those for cargo and passengers' belongings, will amount to £2,000,000.

AMONG THE ICEBERGS.

London, April 7.

A wireless telegraphic message received at Liverpool, states that the Canadian-Pacific Railway Company's liner "Empress of Great Britain," bound from England to Canada, ran into a dense fog while crossing the Newfoundland Grand Banks, 240 miles to the eastward of where the "Titanic" sank. The look-out reported an iceberg ahead, and the vessel, with her engines reversed, swung off and barely escaped the bergs, which were floating around in all directions. The liner proceeded to Halifax instead of Montreal.

THE "MOUNT TEMPLE."

Montreal, April 27.

On Thursday last several passengers on the steamer "Mount Temple" declared that although they saw the distress rockets from the "Titanic" on the night of the disaster, the "Mount Temple" continued on her voyage. It is now officially stated at Montreal that the "Mount Temple" went to the assistance of the "Titanic" and she did not reach the scene of disaster until after the "Carpathia" had picked up the survivors. The assertion made by the "Mount Temple's" passengers is said to have been due to the idea that the captain saw distress signals, whereas he received a wireless telegraphic call for help.

MEMORIAL SERVICE IN ADELAIDE.

Adelaide, April 28.

A memorial service in connection with the "Titanic" disaster was held in the Jubilee Exhibition Building this afternoon, and was attended by about 2,000 persons, including his Excellency the Governor (Sir Day Bosanquet), the Chief Justice (Sir Samuel Way), and the Mayor of Adelaide (Mr. Bonython).

A motion of sympathy with the relatives of the victims was carried at the instance of Sir Charles Goode.

The Rev. Dr. Bevan preached an impressive sermon, in the course of which he remarked that perhaps this great sorrow might call a halt in the mad passions of their time and the insane hurry which characterised the race for supermacy among the great Atlantic liners.

The sum of £40 was collected towards the relief fund.

THE MOROCCAN MUTINY.

Fez, April 27.

In the recent mutiny the losses sustained by the French troops included 65 men killed.

Shortly after the commencement of the outbreak, two French lieutenants and two veterinary surgeons barricaded themselves in a window-less room in an hotel, and when the door of the apartment was yielding to a rebel mob they escaped into a sewer leading to a river. They remained in hiding without food or water for 48 hours, and then emerged safely.

The new Basha of Fez is energetically arresting the guilty, and restoring order. The Shereefian troops in the city have been disbanded, and have been replaced by occupation troops.

At Suk-el-Arba, a squadron of Shereefian cavalry, with horses, arms, and baggage, has deserted.

AMERICAN PRESIDENCY.

London, April 27.

"The Times," commenting upon the United States Presidential contest, states:—"There is no difference between the Republicans and the Democrats so sharply marked as between the Republican Party's two wings. Will the Republican Party appeal to the country as a Radical or a Conservative force? Mr. Roosevelt's nomination would imply a Radical Republican platform, and its almost certain consequence would be a Conservative Democratic candidate, while Mr. Taft's nomination would almost certainly produce a Radical Democratic candidate. The difference between Mr. Roosevelt and Mr. Taft is manifested most acutely in connection with the powers of the State Courts, and the discussion raises the gravest issues. If the political power which the State Courts derive from their present rights in interpreting the law be an offence against democracy, will not the time come when the political power conferred upon the Supreme Court by the Federal Constitution will also seem an offence? Mr. Roosevelt's policy is calculated to raise these speculations; hence the horror with which it is met."

While Mr. Roosevelt was boarding a railway train at Meridian, in Connecticut, yesterday he saved a girl from being killed. The girl endeavoured to get into a car on an express as the latter was moving, and she was about to fall under the wheels, when Mr. Roosevelt reached out and swung her into safety.

THE INTERNATIONAL POSITION

London, April 27.

In the House of Commons on Thursday, Sir Edward Grey (Secretary of State for Foreign Affairs), said in reply to a question that when the American liner Paris was stranded on the Cornish coast, no investigation into the wreck was held in England as the captain of the vessel declined to give evidence that might prejudice himself with the owners. An investigation was afterwards held in America, and the captain's certificate was suspended.

During the debate in the House of Lords last Thursday, upon the matter of an inquiry into the loss of the "Titanic" being held in America, Lord St. David remarked that although the "Titanic" was technically a British ship, her owners were absolutely controlled by an American corporation.

A SHIPPING INCIDENT.

New York, April 27.

At Seattle yesterday a steamer ploughed through the Coleman dock, the finest structure of its kind on the Pacific coast, and carried off 100ft. of the dock. It also struck a small vessel and sank it. The accident resulted from the engineers misunderstanding the signals from the bridge and sending the steamer full speed ahead when the captain's intention was to send her astern.

TORNADOES.

New York, April 28.

In Oklahoma yesterday a tornado destroyed the town of Lugert and partly wrecked several villages, in addition to blowing a train off a railway line near Lugert. Many persons were killed and many others were injured.

Advices from Mexico state that a tornado swept through the Nhildress district yesterday and wrecked numerous farmhouses. The storm cut a track half a mile wide and 20 miles long, destroying everything in its path. Seven persons are said to have been killed.

AUSTRALIA AND GERMANY.

London, April 27.

Sir George Reid, High Commissioner for the Commonwealth, will on May 7 go to Berlin at the invitation of a German group interested in promoting closer trade relations between Germany and Australia. He will stay in Germany for a fortnight and deliver lectures before various Chambers of Commerce.

A PACIFIC STORM.

San Francisco, April 27.

The schooner Henry K. Hall, which reached here from Newcastle (N. S. W.) yesterday, after a voyage of 94 days, reports that on her run across the Pacific she encountered a terrific hurricane, which swept her decks clean and carried her sails away. The vessel was under bare poles for five days.

AUSTRALIAN FRUIT.

Berlin, April 27.

The apples shipped from Australia by the s.s. Oberhousen were landed in good condition, although they were much affected by pit, especially the Victorians. They met with a good demand at Hamburg and Bremen. Prices ruled as follow:—Cleopatras, 10s. to 20s. 9d. (a few lots of Western Australians, 24s.); Jonathans, 9s. 6d. to 14s. 9d.; Dunn's Seedlings, 11s. to 14s. 6d.; Five Crowns, 13s. 6d. to 17s. 6d.; inferior sorts, 5s. to 9s. 6d. The pears were in splendid condition, and sold mostly at from 12s. to 22s., although a few lots brought up to 28s.

THE P. AND O. COMPANY.

London, April 27.

The latest quotation for deferred stock in the Peninsular and Oriental S.N. Company is £405. The rise is attributed to heavy purchases by shipping interests desiring to force the P. and O. Company to accept a scheme for consolidation. The "Daily Telegraph" states that the efforts of those interests are on the verge of a satisfactory termination. The "Financial Times" declares that many persons have sold stock that they held for many years. It anticipates that further large amounts of stock will be dislodged next week.

BIGAMY.

London, April 27.

Hugo Lawrence Ames, a well-known author, and his wife, Flora Ames, were yesterday sentenced to six months' imprisonment in the second division on a charge of bigamy. They were married at Kensington in 1910 after H. L. Ames had secured in Idaho a divorce from his first wife.

FOOTBALL.

London, April 28.

The Blackburn Rovers, with 49 points, head the football league championship, Everton (46 points) being next. The Bury and Preston North End clubs have been relegated to the second division. The Queen's Park Rangers, with 53 points, head the Southern League championship, Plymouth Argyle, with 52 points, being second on the list.

DOVER-CALAIS STEAMERS.

London, April 27.

In the House of Commons on Thursday Mr) Sydney Buxton (President of the Board of Trade, replying to a question, said that each Dover-to-Calais steamer, certificated to carry 1,318 passenger and a crew of 56 hands, was compelled to provide boats for 256 souls with accommodation for 24 more on buoyant seats.

GREECE AND CRETE.

Athens, April 27.

The Government has postponed the meeting of the Chamber of Deputies for a month in order to prevent the Cretan members from attending.

CANADIAN IMMIGRATION.

Ottawa, April 27.

The Government authorities estimate that Canada will receive 400,000 immigrants during the present year.

CORRESPONDENCE.

Excessive Liquor Shops in Bandra.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In your issue of the 9th instant prominence was given to the fact that the Temperance Association will assemble at the "Epworth Heights Hall" at Lonavla on the 31st May and 1st June, and in this connection suggestions, "inter alia," were invited from temperance workers as to the methods which will be most fruitful to curb down the evil of drink. Will you, therefore, kindly allow me, through your medium, to invite the attention of that body to the following:—

In Bandra (from Malwari Moholla to the Pork Bazar, a distance of about 600 yards) there are three country liquor shops besides one wholesale and one retail spirit shops, and all these are situated almost within ten minutes walk of each other. This, as all will allow, is a most unsatisfactory state of affairs, and steps might be taken, with advantage, by the Association to cut down this figure to a minimum. In Pali, a village about a mile away from these shops, there was, about three years ago, a country liquor shop, located to meet the wants of the villagers of Pali, Chuim, &c., but on a representation by Pali Hill residents to the then Collector of Thana it was closed. The residents of the sylvan heights must have found on enquiries that the presence of a liquor shop in their neighbourhood was a standing nuisance, as it tempted their servants—whenever opportunities offered, and these were many—to freely indulge in a carouse, regardless of their duties to their sahibs. The Temperance Association are strenuously striving their best to minimise the evil of drink, and no sane man can belittle the Herculean efforts of that public-spirited body. Here, I think, they will find a field in which they can spend their energies and move the Government, who have shown great sympathy to them, to cut the number of shops in Bandra.

DIDOT.

Bombay, May 5th.

(TELEGRAMS CONTINUED FROM PAGE 5.)

BENGAL TRADE.

Large Increases in Imports and Exports.

A RECORD YEAR.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 11.

The report on the Maritime Trade of Bengal for the past year shows that the volume of commerce was a record, amounting to one hundred and seventy crores of rupees, exceeding the previous record year, 1910, by five crores of rupees.

Over-seas imports increased by 12 and over-seas exports by 10 per cent. The total coasting trade rose by 12 per cent., though the import coasting trade declined, mainly under the headings of food grains and mineral oil.

The sea-borne trade of Calcutta amounted to over 99 per cent. of that of the whole of Bengal in imports. Cotton goods, with twenty-three crores, amounted to 49 per cent. of the total import of merchandise, metals and sugar coming next with six crores and five and a half, respectively.

In exports, raw jute totalled nineteen crores or 23 per cent. and jute manufactures fifteen crores or 18 per cent. Tea amounted to nearly nine crores and opium seven.

In connection with the increased soap imports, it is reported that a large English firm of soap-makers contemplate establishing a branch in Calcutta.

MURDER AT MIRZAPUR.

Two Trials Fail to Discover the Assassins.

(FROM OUR CORRESPONDENT.)

ALLAHABAD, MAY 11.

A murder case which had created some interest in Mirzapur was decided by the Sessions Judge of Allahabad to-day. It appears that during a raid by the police on a house in the Mirzapur district, suspected to contain stolen property, the police were attacked by the villagers and beaten off. One villager was found beaten to death and the police were charged with murder. Sub-Inspecter Abdul Baqui and five constables were tried, but acquitted by the Sessions Judge of Mirzapur.

Three villagers who were the principal prosecutors of the police were then charged with the same murder and the case sent to Allahabad for trial. After long trial the Sessions Judge came to the conclusion that no case was made against the three villagers who were also acquitted.

Rai Radha Churn Pal Bahadur observes that the question of the industrial development of the country requires the fostering care of the Government of India and the responsible Member in charge of the Department would do well to be in close touch with persons interested in developing and stimulating Indian industries.

Kumar Nagendra Mullik thought that the removal of the Commerce Member to Delhi and Simla would be most detrimental to the commercial interests of Calcutta.

Raja Kristodas Law, of Messrs. Prankissen Law and Co., says: I do not think that concerted action can be taken by Europeans and Indians, as the pronounced object of the meeting of the Bengal Chamber of Commerce was to give a predominence to Europeans in all matters.

RAILWAY NEWS.

Congestion on the East Indian Railway

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 11.

The *Statesman* declares that the recent suspension by the East Indian Railway of booking grain to Howrah owing to congestion cannot have diverted export traffic via Umballa to Karachi, since the export traffic is conducted solely through Kidderpore where there has been no congestion, and booking has not been suspended. Indeed, grain and seeds originally proposed to be shipped through Bombay and Karachi are being diverted to Calcutta owing to superior facilities. In the last four days over 18,000 tons have reached Kidderpore.

SIMLA, MAY 11.

Sanction has been accorded to the provision of 40-ton automatic wagon weigh-bridge at the Ondal, Jherria, Katral, Garh and Sitarampore stations on the East Indian Railway and a 30-ton waggon weigh-bridge at Rampore Haut station on the same line.

The total approximate gross earnings of State and Guaranteed Railways from 1st to 27th April 1912 show a gain of Rs. 32,93,377 as compared with the corresponding figures for 1911-12.

Sanction has been accorded to a survey being carried out by the Oudh and Rohilkhand Railway administration for a line of railway on the 5ft. 6 ins. gauge from Dehra-Dun station on the Hardwar-Dehra Railway to Rajpur, a distance of about eight miles. This survey will be known as the Dehra-Dun Rajpur Railway Survey.

Messrs. F. Jackson, Assistant Traffic Superintendent, and F. Taylor, Stationmaster, Lucknow, are appointed to officiate as a District and Assistant Traffic Superintendent, Oudh and Rohilkhand Railway vice Mr. H. St. G. Gilmore, District Traffic Superintendent, on combined leave, from 3rd April 1912.

PLAGUE PREVENTION.

Daman Proves the Efficiacy of Inoculation.

THE report of plague operations for the year 1911 has been issued by Dr. Castellin Francisco Fernandes, the Medical Officer in charge at Lower Daman, which proves the marvellous efficacy of Dr. Haffkine's plague serum. Of the total population, 1,228 were inoculated during the year, of whom 5 were attacked, but none died; while of the 4,534 uninoculated 103 were attacked, of whom 67 died, so that if those inoculated had not taken advantage of the serum there would have been among them 29 attacks and 18 deaths which were all prevented.

Though the fisherman population is nearly double that of the Mahomedan, as the former took kindly to inoculation there were only 18 plague cases and 11 deaths among them; while out of the latter 52 were attacked, of whom 35 died. In Katheria out of the fisher people consisting of 896 souls, 517 were inoculated among whom there was only one case, but that recovered; out of the uninoculated 379 thirteen were attacked with plague, of whom 7 died.

In lower Daman, 604 were inoculated among whom there were 4 attacks, but no deaths, while out of 2,965 uninoculated 75 were attacked and 50 among them died. Similarly, in Katheria village, 607 were inoculated and only one plague case took place among them, but it recovered; while there were 13 cases and 7 deaths among the 379 uninoculated.

It is worthy of note that H. E. the Governor of Daman, Sinhor George de Castillo, was the first among those inoculated, though there was no plague in upper Daman, where His Excellency lived and his example stimulated others to get themselves inoculated. His Secretary, Sinhor Luiz Querino Monteiro, also followed suit and encouraged inoculation in Daman by precept as well as example.

MATHERAN.

(FROM OUR CORRESPONDENT.)

MATHERAN, MAY 11.

The reports of excessive heat at Matheran seem to be traceable to new arrivals from Bombay, who do not carry thermometers, and whose discomfort under the sudden change from a damp to a dry atmosphere is attributed to extra heat in the air. Once acclimatised, they say no more about it, but meanwhile the story has gone forth and is repeated. The truth is that dry air contains less heat than damp air at the same temperature, but if the skin does not act so promptly for a day or two as it did in Bombay, it is put down to the greater heat at Matheran. The range of temperature is from 69deg. Fah. at sunrise to 88deg. at 2-30 p. m., the thermometer being in the shaded opening of an hotel window. The sea-breeze begins to make doors and windows bang before two o'clock and continues with varying intensity until evening. There is a heavy dew in the early morning which helps to moisten the roads. The valleys at daybreak are full of mist, from which all the peaks arise like islands in a sea of snow and the air at that time has a keenness for which we long in vain in Bombay. Even the coolness of the water is an unwonted luxury.

Visitors who are not obliged to travel up on Saturday will find any other day more comfortable as the rush of passengers for the week-end is such as goes beyond the resources of the hill railway. The rails and vehicles are now so well used to each other that the trains take the curves in a very comfortable manner, and it is said that the great increase in building materials carried to Matheran has improved the revenues of the line. There has also been an increase in passenger receipts.

Forty new houses have already been built since the railway was opened and the scheme of extension includes a total of two hundred, many of which will be built on Garbut when the scheme of water supply has been carried out. Considering how little is seen of three thousand people on the hill, the addition of two hundred houses will cause no appearance of crowding especially if a second bazaar is provided on Garbut.

Of the hotels there is not much to be said. The season promises well, but really efficient management seems as far off as ever. At least two houses seem to change one inexperienced manager for another every year, as if the saving on his small pay would compensate for the shocking waste that goes on every day. "Et plus ça change, plus c'est la même chose." Hotel-keeping is a trade that can only be learnt by means of a long apprenticeship which includes everything from washing floors and dishes upwards. This is a truth that the Indian refuses to recognise, while in Europe no other way is known.

The segregation of families with children, from single adults, is a problem that has still to be solved, and the hotelkeeper who succeeds will be promptly rewarded. The method of construction of the hotels, in which all rooms are made to communicate by the flimsiest of doors, enables one noisy child to render the rooms on each side untenable. An ordinary conversation can be distinctly heard through these doors, that do not even close properly. They might just as well be built up as they are scarcely ever used.

A recent visitor, who came up hoping to do some writing in quiet surroundings, was obliged to leave his hotel on account of the nightly and daily noise of a mother and child in the next room. He put on record in the visitors' book that he was driven from a comfortable house by the intolerable noises of his neighbours, and he told a friend that, had he stayed much longer, he would have died of suppressed profanity.

The bread of Matheran calls for the attention of the municipal inspector if there is such a person. It is grey in colour and smells of yeast, as if too much were used in order to hurry the process of fermentation. Some people are already bringing their bread from Bombay on account of the tendency of the local loaves to become sour. The remedy is a very simple one and should be promptly applied.

Many of the visitors at Matheran have a very strong objection to pure air. They shut it out rigorously from their bedrooms at night, and during the day they do their best by galloping about on ponies to give it the "body" of the atmosphere of dear, dirty Bombay. In this object they have the hearty co-operation of the local municipality that has already granted licenses for pony carriages which may occasionally be seen at a hand gallop followed by a cloud of red dust that fills the road, that cannot be watered, except during the rains. This innovation is the work of people too lazy to walk, and possessed of an ungovernable desire to attract attention at any cost. Matheran is undoubtedly a hill station, but it is only a sanitarium "pour rire."

KING'S SON AS MENIAL.

French Government to Blame.

The "Matin" calls attention to the lamentable situation of Roulery Onibero, brother of the once formidable Sultan Behanzin of Dahomey, who was dethroned and whose country was annexed by the French. Prince Roulery was born in 1875, and was brought up by the Jesuit Fathers. He decided upon French nationality, and took service with the Tirailleurs first, then in a Somali Regiment, and, lastly, in the 8th Colonial Regiment, where he gained the rank of sergeant. At the completion of his service he enlisted again in the Second Foreign Legion, and throughout his military career distinguished himself considerably by fearless bravery. He fought in 28 campaigns, was wounded severely three times, was mentioned thirteen times in despatches, and won the war medal and eleven colonial decorations.

In May, 1910, he went to Paris to ask the Government for a pension, and soon was hopelessly entangled in the labyrinth of official red tape. He asked for employment, which was refused on the ground that he was a negro, and when he suggested the boon of a tobacco-shop he was met with the objection that he was not a Frenchman, in spite of having been born in a French colony and having chosen French citizenship. He insisted in vain on his claim for a pension as being son and brother to kings dethroned by France. But here he was politely rebuffed with the excuse that he was only a prince royal. In return for his long and faithful service under the flag he regularly drew, like any other veteran would do, £32 a year for his special exploits and £4 for his military medal—in all £3 a month, which he found insufficient to live upon in Paris.

Being of a stout heart, he started to look for work, and in turn laboured as a navy, as a chauffeur, as a watchman, as a cinematograph operator, and several other trades in order to pay for a roof over his head and occasional meals. Finally this son of a king sank to the position of "chasseur" at a Montmartre restaurant, where he has to open the doors of motor cars for financiers, deputies, and other fashionable pleasure-seekers until the small hours of the morning. "I feel ashamed," he says in his lisping French, "to have to do such jobs, but I cannot help it." It is certainly shameful, but rather for the Government that looks on at this degradation than for the victim of it. The "Temps" very justly observes:—

"France is a rich country that lends her gold to the whole world. Could not a little be spared to enable the descendants of sovereigns we have dethroned and subjugated to live worthily, especially when they have shed their blood for her? The place of the son of the Behanzins is neither at the wheel nor at the door of a motor car, but inside, and the French Government would honour itself in assuring him a life of comfort free from the revolting vexations to which he is exposed."

AN OFFICER'S MISADVENTURE.

Falls into a Well through Sleepwalking.

(FROM OUR CORRESPONDENT.)

LUCKNOW, MAY 12.

While sleep-walking Colonel Cartwright, Commanding the Lucknow Cavalry Brigade, fell down a well sustaining severe bruises. He was able to keep above water till rescue the next morning. He is in no danger.

FIRES are breaking out nightly in Lahore. Three occurred on Friday night and two on previous nights besides others during the past week. Two fires occurred on consecutive nights at the large fuel mart at Lakkarmandi. Considerable property has been damaged, and a general feeling of insecurity prevails in the town.

CURRENT INDIAN NEWS.

Sanction has been accorded to the establishment of a Pasteur institute in Burma.

Mr. T. H. Kindon, Distillery Expert, Bengal, Bihar and Orissa, gets an extension of three months' leave.

Two vakils of the Calcutta High Court, have left for England to qualify for the Bar. They will join Lincoln's Inn.

Captain C. Newington, Station Staff Officer, Takdah, Darjeeling, is appointed to be Cantonment Magistrate of the place.

Mr. William Jackson, the well-known barrister of the Calcutta High Court, who has returned recently from England, has resumed practice.

The Rev. Chr. Eblen, of the Bassel German Mission, who was at Puttur, S. Canara, died in Germany last January. Mr. Eblen came to India in 1876.

Mrs. Jameson, wife of Rev. A. P. C. Jameson, of Jaipur, died on April 27th, after a three days' illness which had been diagnosed as "dengue."

An Ongole correspondent writes:—"Last night 7th (instant), at 8-30, there was a shock of earthquake at Ongole, and the houses shook. This is the season for earthquakes at Ongole."

A sack containing some heavy substance was found in the river Guptla in Silchar the other day. On opening the bundle the dead body of Kadarulla of Dinarpore, a notorious thief, was discovered.

The Viceroy has presented a handsome Challenge Cup to be competed for in an inter-Company tug-of-war at the Simla Volunteer Sports which are to be held at Annandale on the 24th instant.

Conspicuous amongst the passengers in Colombo, on Saturday last, were a number of Australian boys, the members of the Young Australian League, who have been touring Great Britain and America during the past eleven months. The boys stated that they had had a splendid time in the Old Country.

Sanction has been accorded to the construction of a first class operation theatre with sterilizing and anæsthetizing rooms in the combined hospital for Indian troops at Rawalpindi. The work will be undertaken, as funds are available from the Military Works ordinary grant.

It is confidently expected that the Bangalore water scarcity will be ended at once when both pumping-engines at the head-works are to operate on the existing main, and the new 15-inch main jointly calculated to deliver one and a half million gallons daily. A third engine will be installed about July.

A Benares telegram says:—"A resolution disapproving the tendency of some missionary societies to obtain converts by ways which create suspicion and dissatisfaction in the public mind, passed at a public meeting on Tuesday, has been received with indignation, and the leading Christian missionaries remark that the resolution was uncalled for."

Dr. Pearson, Director of the Colombo Museum, who returned from a periodical tour of the island on Saturday, stated that he discovered a very promising bed of window-pane oysters at Lake Tambalegam. There were nearly 100,000,000 oysters there, and though very young, being only 2½ ins. across, they promised a fishery in three or four years if things went on as at present.

The Rev. B. D. Beeley, Chaplain of Secundarabad, leaves on the 13th May on three months' leave for Australia, and will be relieved by the Rev. S. J. Evans from Coimbatore. Mr. Beeley is keen on the emigration of time-expired soldiers and others to Australia. Hard work, plenty of holidays and good pay sum up Australian life. Mr. Beeley hopes to return in October, with full information about the project.

Colonel Sir Swinton Jacob who with Lady Jacob has been a resident in Jaipur for forty years, and for many years State-Engineer, is about to take a final farewell of Jaipur. Both have been warm friends of missionaries and Indian Christians and will be greatly missed. A farewell letter from the Indian Christian community of Jaipur was presented to Sir Swinton and Lady Jacob, and received a kindly response.

The Fifth Judge, of the Calcutta Small Cause Court, on Friday, disposed of suits brought by several persons against a contractor named Matilal Radha Kissen, claiming sums of money ranging from twenty-four to one hunded and fifty rupees charged for tickets for reserving seats in the Maidan Pandal on the occasion of the Royal Visit in Calcutta. The plaintiffs purchased the tickets, but found no accommodation in the pandal. The Judge decreed the suits.

The wreck of s.s. "Titanic" and loss of nearly 1,600 passengers and sailors, reaches in its influence to many lands. Before any news of the calamity reached Kodaikanal a cable was received from America, by the Rev. A. O. Becker, of the Guntur Mission, saying, "family saved." Mr. Becker is now ill at Kodaikanal. His wife and children were among the passengers and were those saved by the heroism and nobility of the men who saved the women and children and then went down themselves with the ship.

We do not hear much, says the "Englishman," of the operations of the Cremation Society of Bengal, which was formed in 1907. It would be interesting to learn whether the disposal of the dead by cremation is making any advance in Calcutta. The Society has erected a fine crematorium to the east of the Lower Circular Road cemetery, and the rules of the Society show that the cost of cremation is very much less than burial. Cremation avoids the necessity of providing large and costly cemeteries with their attendant evils, and dispenses with elaborate and costly monuments.

The foundation-stone of the Topiwalla High School was laid by Mr. Clayton, the Collector of Ratnagiri on Friday evening. A large crowd of people of all classes including some Bhandaris was present. After the school report had been read, Rao Bahadur A. B. Desai, speaking on behalf of the donors and promoters, said that they would not only welcome but would also seek the co-operation of the people of other communities. After referring to the necessity of official control being secured by the appointment of the Collector or his assistant as president of the board, the speaker expressed the hope that the Government would grant this prayer.

A Boy Scout, named Day, of La Martiniere College, Calcutta, was instrumental in saving a Bengali boy from drowning in the Lindsay Street tank the other day. The boy went out of his depth and was calling out for assistance, while a number of people looked on, Day himself cannot swim, but he attached a bit of rope that he found on a coolie to his leg, and while the spectators, now aroused to interest, caught hold of the rope, Day went into the water and pulled the lad out. This is the second La Martiniere Boy Scout who has saved a boy from drowning during the short time that the Herons Patrol has been in existence.

The Japanese Spinners' Association recently despatched a representative to India to report on the conditions of trade in this country. His Report has now appeared in the vernacular Press, and makes interesting reading, the more so as the representative is himself the head of a large spinning mill in Japan. He first expresses great surprise at the simplicity of living in India, where a population, of 300,000,000 consume only 2s. worth of cotton fabrics per head per annum and only 2 1-2d. worth of silk fabrics. He considers that the business methods at the factories, the arrangement of machinery and so forth are all most unsatisfactory. Only the buildings and the machines are good. The workmen are idle, and, he thinks, management is entirely lacking. The volume of production per operative is only half of that of a Japanese mill. As India is mainly an agricultural country, most manufactured goods have to be imported. There should, therefore, in the Japanese spinner's view, be no difficulty at all in "redressing the adverse trade balance" as between India and Japan of about 50,000,000 yen (say £1-4 million) annually, by developing the export to India of Japanese silk and cotton fabrics.

ECZEMA PAINED SO HE COULD NOT SLEEP

Leg Red and Inflamed. Itched Awfully. First Application of Cuticura Ointment Stopped the Itching. One Box of Cuticura Ointment and One Cake of Cuticura Soap Cured Him.

"The appearance of my son's complaint was as though a piece of skin had been torn from the leg, it was so red and inflamed and used to itch something awful. He used to scratch it in his sleep and the pain he used to suffer was awful. It started as a scar about three inches square just below the knee and I think had been there about eighteen months.

"I tried several ointments, etc., but none seemed to do any good for him, then I took him to the doctor and he was under him for about two months. The doctor told me it was eczema and the ointment he gave me gave him no ease at all. My son's leg gave him the most trouble at nights as some nights he could not get to sleep for the pain.

"Then I read about the Cuticura Soap and Cuticura Ointment and dec

THE WEATHER.

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 11.

The disturbance in north-west India caused a few thunderstorms in Rajputana and the Western Himalayas and has nearly disappeared. The rainfall has diminished in Burma, the north-east India, the south of the Peninsula and has appeared in the Andamans owing probably to a region of unsettled weather in the south-west of the Bay in which a storm may be forming. Port Blair reports one and half inches of rain, Naya Dumka, one and Jaipur half an inch. The forecast predicts local rain on the west coast of the Bay, but elsewhere only scattered falls.

SIMLA, MAY 12.

Scattered falls of rain has occurred along Himalayas. Numerous thunder-storms are reported from southern half of the Peninsula. Hazaribagh reports one and a half inches, Darjeeling, Gorakhpur, and Calicut one; and Belgaum a half. Storm now appears forming in sea area off the Coromandal Coast.

Forecast:—Rainfall may shortly increase in South Peninsula. Some rain appears probable in Lower Burma and Bengal.

Earthquake report:—Slight shock is reported in Simla yesterday. at twenty-three hours four minutes from the distance about thousand two hundred miles.

SOMBAY DAILY WEATHER REPORT FOR THE 11th OF MAY.

Summary of observations recorded at 8 hours on Saturday, the 11th May, 1912, giving data for the preceding 24 hours.

The Punjab.—Skies are generally clear. Humidity is normal or in defect. Maximum temperature is in slight excess in the extreme north and the south-east Punjab.

The United Provinces.—Skies are clear or lightly clouded. The moisture in the air and temperature are equal to the average.

Sind and Rajputna.—Jaipur records 0·60 " of rain during a thuader-storm. Skies are moderately clouded in lower Sind and clear elsewhere. Humidity is normal or in defect. Both maximum and minimum temperatures are in excess in upper Sind. Maximum temperature is above normal also at Bikaner.

Gujrat, Kathiawar and Central India West.—Neemuch records 0·12" of rain. Skies are clear or lightly clouded. The air is drier than usual in west Central India. Temperature is in excess at Deesa.

The Central Provinces.—Skies are clear. Humidity is normal or in defect. Temperature is nearly normal.

The Konkan.—Skies are lighty clouded. The moisture in the air and temperature are equal to the average.

The Bombay Deccan and Hyderabad.—Skies are generally clear. Humidity is normal or in defect. Maximum temperature is in excess in the north Bombay Deccan; the minigum is in slight defect in south Hyderabad and in excess at Sholapur and Ahmednagar.

General Remarks.—No rain has been reported from Malabar; seas have become smooth at Colombo. Some thunder or dust-storms have occurred in Rajputana and the adjacent parts of west Central India and Jaipur records moderate and Neemuch light rainfall. Cuddapah also reports moderate rainfall.

A few light showers may occur in south-east Madras and Malabar. A few thunder-storms are possible in Mysore and the southern half of the Deccan.

Appended is Saturday's report of the Meteorological Reporter for Western India based observation taken at 8 o'clock.

Names of Stations.	Maximum temperature during the past 24 hours.	Minimum temperature during the past 24 hours.	Rainfall past 24 hours.	Rainfall since 1st Nov. to date.
Bushire (10th)	91·3	74·5	...	9·60
Aden	94·3	78·3	...	3·33
Muskat (10th)	103·8	82·6	...	7·60
Multan	100·3	85·0	...	3·96
Sarsawah	101·9	68·4	...	8·87
Lahore	107·4	75·2	...	4·01
Simla	110·3	73·5	...	3·74
Amritsar	106·5	76·9	...	3·52
Delhi	107·5	78·8	...	5·14
Agra	110·9	79·5	...	4·40
Mainpuri	109·3	77·6	...	3·84
Jhansi	...	...	...	...
Cawnpore	106·7	80·4	...	3·97
Allahabad	108·1	80·0	...	2·38
Jagdalpur	118·6	83·8	...	0·85
Karachi	88·0	80·0	...	0·28
Ajmer	107·4	79·7	...	0·98
Jaipur	109·7	78·1	0·60	3·51
Kotah	110·1	87·1	...	1·01
Bhuj	1·20	75·0	...	0·00
Dwarka	88·3	79·7	...	0·08
Veraval	86·1	77·4	...	0·00
Rajkot	108·6	73·5	...	0·25
Jhanwagar Para	105·0	80·0	...	0·42
Surat	92·4	78·6	...	0·00
Ahmedabad	110·6	f	...	0·26
Deesa	110·8	83·4	...	0·00
Neemuch	105·9	81·0	0·12	0·16
Indore	107·1	77·1	...	0·61
Jubbulpore	105·3	75·3	...	6·03
Saugor	105·3	80·6	...	2·73
Hoshangabad	106·1	81·9	...	2·82
Khandwa	110·2	79·6	...	2·01
Akola	109·7	83·1	...	2·58
Amraoti	108·8	80·3	...	3·91
Nagpur	107·1	77·3	...	9·23
Chanda	105·0	79·5	...	4·63
Raipur	105·7	81·6	...	4·19
Bombay	91·8	80·7	...	0·27
Ratnagiri	90·3	83·9	...	0·54
Mormugao	92·0	83·2	...	3·36
Karwar	90·7	82·5	...	4·11
Maingnon	129·3	78·1	...	3·01
Ahmednagar	106·1	79·5	...	2·31
Poona	104·0	72·8	...	2·58
Sholapur	107·3	81·6	...	2·65
Bijapur	104·7	75·8	...	1·61
Belgaum	97·3	68·9	...	4·27
Aurangabad	103·4	75·2	...	3·52
Nizamabad (Indur)	105·9	76·2	...	4·92
Hyderabad	104·8	74·2	0·06	5·12
Mangalore	92·3	80·3	...	5·05
Calicut	90·8	82·6	...	9·03
Cochin	88·7	79·7	...	22·49
Colombo	89·0	76·5	0·05	43·66
Masulipatam	95·8	77·7	0·01	7·81
Bellary	107·0	73·3	...	1·34
Cuddapah	107·2	80·6	0·35	2·65
Madras	97·0	81·0	...	21·89
Bangalore	97·5	72·0	...	4·08
Coimbatore	96·4	76·3	...	5·82
Trichinopoly	100·6	77·3	...	18·40
Negapatam	101·0	83·0	...	51·21

STANDARD BAROMETER READING.

The reading of the barometer at the Colaba Observatory corrected for index error and reduced to 32° F. and for Calcutta standard at 8 a.m. (local time) 11th May was 29·853 inches. The height of Observatory barometer cistern above zero of the tide gauge at Apollo Bunder is 10 feet. The height of tide in the stream above zero of the tide gauge was 11 feet at 8 a.m. (local time). The temperature correction for a mercurial barometer, supposing the reading to be 30·00 inches and that of the attached thermometer 80 deg. F. will be 14in. and this will be higher or lower by 01 inch for each 4 degrees. In the case of the aneroid no temperature correction is required. Should the height of barometer cistern either mercurial or aneroid above zero of tide gauge be different from 47 feet, it will read higher or lower by 01 inch for each 11 feet. The readings above are distinct from those given in the daily weather report to which different corrections have been applied.

H. A. ARMSTRONG,
Meteorologist, Bombay.

BOMBAY VOLUNTEER RIFLES.

REGIMENTAL ORDERS BY MAJOR P. R. CADELL, V. D.

Bombay, 13th May.

311. Musketry.—The Range at Ghat Koper is allotted for class-firing as follows:—

Tuesday 14th inst.—"G" Coy.
Wednesday 15th instant.—" D" Coy.
Train leaves Victoria Terminus at 6-20 a. m.
Thursday 15th instant.—"A" Coy.
Train leaves Victoria Terminus at 5-50 a. m.

C. N. MOBERLY, Captain,
Actg. Adjt., B. V. R.

INDIAN NOTES AND NEWS.

THE WAGON SHORTAGE.

Remarkable light is thrown on the wagon shortage and the congestion of traffic on the railway by a letter received by an important Calcutta house from its agent at Cawnpore says the "Statesman," "Trade locally," says the writer, "has been stopped by the railway block. The G. I. P. and B. B. and C. I. Railways closed their gates for a fortnight at the beginning of last week in an endeavour to get their platforms clear of accumulated goods. With no means of transport, all grains and seeds, with the exeption of barley which continues in keen demand are weaker and the good promise of this bumper season is being largely spoilt by the disastrous failure of the railways to cope with the traffic offering."

CHROMOSYMBOLISM IN INDIA.

There is an article in a recent number of the "Journal" of the Royal Society of Arts, by Sir George Birdwood, on the Eastern significances of colour. Like everything, he writes, it is full of strange lore. He tells us that in India red is the colour of solemn joy, and of sovereign might and right and of all reverencies and is always worn by the Hindu women at marriages. It is also the bridal colour of China. Yellow is the Hindu colour of domestic and social gladness, and festivity and is also worn at weddings at least in Western India. Only the Sikhs in India wear blue turbans, and no Hindu will wear a blue turban; and no Hindu, Muslim or Parsi, will complete the purchase of a sapphire until after he or she has worn it for a year to test whether meanwhile it brings them weal or woe which explains why sapphires are, comparatively, so cheap in India. Yet the Mahratta women habitually go blue-robed. A good deal seems to depend on the tint or on the shade of the blue. White is the mourning colour of the Hindus. Among the Shiah Muslims in India, red signifies the death of a martyr by bloodshed, and green by poison and hence green is the colour consecrated to al Hasan, the eldest son of Ali, the cousin german and adopted son of the Prophet of God, and red to al Husain, his younger son.

RETIRING I.C.S. MEN.

Two members of the Indian Civil Service of the United Provinces have recently retired after just completing the minimum period of active service qualifying them for a pension says the "Pioneer." Both of these officers were men of marked ability who seemed certain at one time to rise very high in the service, but were severely hampered by ill-health in the latter portion of their career. Mr. C. W. W. Hope joined the service in 1885, and has served entirely on the executive side. In 1893 he was chosen to carry out the settlement of the Bara Banki district. He concluded this work very satisfactorily in 1897, and after returning from furlough went to Cawnpore as Collector. In April 1900 the serious plague riots occurred in Cawnpore. Though a man of fine physique originally, Mr. Hope's health subsequently broke down badly largely in consequence of the strain and worry caused by these disturbances. For the rest of his service he was more or less of an invalid, and he was forced to spend long periods on leave. Mr. F. E. Taylor came out to India in 1886. His service has been confined almost entirely to secretariat and judicial work. Afflicted with persistent ill-health he has only just been able with difficulty to complete a period of 21 years' active service.

INDO-EUROPEAN CO-OPERATION.

Where the two communities are in agreement, says the "Bengalee".— there is no reason why there should not be combination and co-operation between them. Such co-operation, however, is only possible upon the recognition of an equal status; and we are glad to think that since the Royal visit there has been a distinct advance in this direction on the part of the Anglo-Indian community. The future is hopeful. At any rate we are optimistic enough to regard it as such. The co-operation between the two communities in the near future is inevitable; but it must be on the basis of equal rights and privileges. All demands for unequal representation involving injustice to other interests must disappear. We regret that the Bengal Chamber of Commerce at their recent meeting lost sight of this consideration in the demand they put forward for the preponderant representation of the European commercial community in the local Legislative Council. It was a mistake. We hope it will not be persisted in.

SHWE DAGON PAGODA.

For a number of months past workmen have been busy at the Shwe Dagon Pagoda installing electric are and incandescent lamps and searchlights and erecting a sub-station on the ramparts to the east of the southern stairway, just above the old moat, says the "Rangoon Gazette." The work has been done by Messrs. Siemens Brothers Dynamo Works, Limited, under the supervision of their Rangoon manager, Mr. E. C. Preston. The expense of the installation is being borne by Ma Pu of Pazundaung, the widow of the late U. Weikza, and the cost of the work will reach in round figures about Rs. 15,000. The up-keep of the lighting will be defrayed by the Friend of Chinese Society who undertake to look after the work and who also are in charge of the Fire Protection Fund of the Pagoda. The Pagoda Trustees, it is understood, will also contribute to the fund in question. The work is now finished, all but the erection of two searchlights, and this evening at six o'clock there will be interesting ceremonies to inaugurate the lighting when the Pagoda Trustees, the donors and the members of the Friend of Chinese Society will be "At Home" to their friends. The Ghine Ok Sadow of Lower Burma will preside and many hundreds of invited guests are expected to be present to view the lighting. Great preparations have been made for making the event a memorable one in the history of the Pagoda and the well-known hospitality of the Burmese should be tested to its fullest strength.

THE PALAR BRIDGE.

The South Indian Railway authorities are now busy with the reconstruction of the Palar Bridge, writes a correspondent in the "Madras Mail." They have recently begun to use heavy engines, and the old girders on the Palar bridge were found unsuitable for these new engines. Hence it was found necessary to remove the old girders and substitute new and stronger ones in their place. For the past six months the Railway Engineers have been busy fitting up new heavier girders, 18 in number, on the northern bank of the river, and all the girders are now ready. Three of the old girders have been removed, and three of the new ones have been substituted in their place. I was present and watched with great interest the operations in connection with the placing in position of one of these girders. One could not but admire the skill and ingenuity displayed by Mr. P. Rothera, the Engineer-in-charge, and of his staff. Each span is 120ft. long and each girder weighs between 84 and 100 tons. It was first of all launched from the girder yard where it had been built and placed on what are called horizontal trollies, which appear to have been constructed on old engine frames. Then the girders are taken to the foot of the ramp trestles by means of rope tackle worked by coolies. There the ramp trollies with gearing are ready to receive the girder. From the position the new girder has to be raised to the top of the piers and the old one has to be brought down. The work of raising up the new girder and that of bringing down the old one simultaneously is the work of a few hours. It is briefly this. On both sides of each of the piers on which the girder is to rest, there are wooden trestles fixed at a gradient of 1 in 6 carrying rails. Those on one side are fitted with a rack track. On this gradient of rails there are what are ramp trollies. The new girder is shifted by means of steel rollers from the horizontal trolly to these ramp trollies which are placed at the bottom of the trestles on one of the sides of the piers. Similarly, the old girder is shifted on to a pair of ramp trollies at the top of the trestles on the other side of the piers. The ramp trolly carrying the old girder is connected with the samp trolly carrying the new girder by means of steel cables. As the ramp trolly containing the old girder slides down the rails on one side, the ramp trolly containing the new one is raised by means of gearing on the rack to the top. When the new one has reached the top, it is shifted on to the piers by means of the same steel rollers and there placed in position.

The Windsor Memorial to King Edward consists of a bronze statue of the late King, standing on a stone pedestal with bronze decorations. At the four corners are allegorical figures in bronze, holding shields bearing the names of those qualities which were most characteristic of King Edward—Intuitus (Tact), Sapientia (Wisdom), Humanitus (Humanity), Felicitas (Jeniality). The statue has been executed by Countess Feodora Gleichen, whose design was chosen from among those of about eighteen competitors, all the designs having been anonymously submitted to the committee.

MAIL NEWS IN BRIEF.

Sir Edward Moss has been made an Officer of Public Instruction by the French Government.

Tennis courts and bowling greens are being laid out at Coventry by the municipal authority.

At Christie's salerooms, London, a pair of Chelsea figures, a shepherd and shepherdess, 12in high, was sold for 240 guineas.

Miss Riley, of Bury St. Edmunds, has been appointed assistant Conservative agent for the North-West Suffolk Division.

It was reported to the Wood Green Council that a man and wife and their five children lived and slept in one small room.

A youth of nineteen, who said that he left school three years ago, was unable to read the oath at the Tottenham Police Court.

In the sheltered waters of the Wash there is now a colony of over five hundred seals, which are doing great damage to the fisheries.

What is described as a strong spring of petroleum has been discovered in the solitary island of Papa Stour which is one of the Shetlands.

Twickenham District Council proposes to build a footbridge, 12 ft. wide, of reinforced concrete, across the Thames at Eel Pie Island, at a cost of £6,000.

"This is the metropolis and shouting is disapproved of. They want to make it a necropolis," Mr. Plowden observed at the Marylebone Police Court.

At a cost of £30,000, the Great North Road, as it is to be called, shortening by two miles the route from Birkenhead to Ellesmere Port, is being built.

In the annual report of the Baptist Medical Missions, it was stated that there are 27 missionary doctors, one-third of whom are women under the society.

Instructions have been issued to the West Sussex Constabulary not to take proceeding against motorists whose speed does not exceed twenty-five miles an hour.

One day annually is now set apart to allow the parents of the pupils of the elementary and secondary schools in Erith to watch the children at their lessons.

Since January, it is reported by the Surrey Territorial Force Association, the general strength of units administered by the association has increased by 569.

A Yorkshire steeplejack, who has just felled his one hundred and twenty-ninth chimney, claims to hold the world's record in this line. He is seventy-nine years of age.

King Alfonso has signed a decree pardoning Spaniards who were declared to be deserters prior to the recent promulgation of the compulsory military service law.

In memory of Dr. King, late Bishop of Lincoln, a stained glass window has been erected in the church of St. Agnes, Kennington Park, London, of which he was senior patron.

Sir William Ball, M.P., told a Hammersmith audience that during his recent visit to the United States he travelled 13,300 miles in the course of six weeks and two days.

A draft provisional order was issued by the Local Government Board, extending the boundaries of the city of Carlisle so as to incorporate seven villages bordering on the city.

At the annual meeting of the Union Against Sunday Travelling, held in London, it was stated that in London alone 200,000 people attended entertainments on Sundays.

A West Hartlepool barber displays the following notice in his shop window whilst his premises are under repair:—"During the alterations customers will be shaved in the back."

The tramway officials of the London County Council have been experimenting with a trackless tramcar at Abbey Wood. In the course of the tests a peed of forty miles an hour was attained.

Lord Roberts, in a letter to the Burnham-on-Crouch Miniature Rifle Club, writes: "To begin with the miniature rifle is the best and least expensive way of learning to use the service rifle."

Miss O'Byrne, an Irish governess in the service of a Spanish family at Bilbao, has just inherited two millions and a-half sterling from an uncle, formerly a Governor in India, states a Dalziel cablegram.

Dealing with the physical fitness of the Territorial Force, the "Lancet" says that "the position is not all that could be wished. It is generally allowed that the material is good, but it is to a great extent raw."

After spending 47 years in prison William Saunders, a white-haired criminal, was sentenced to three years' penal servitude at London Sessions for breaking a Camberwell jeweller's shop window and snatching a watch.

While at practice in Californian waters, one of several United States torpedo-boats launched a torpedo which pierced the plates of the cruiser Maryland below the waterline. The cruiser narrowly escaped disaster.

Heath fires are prevalent in Hampshire and Surrey. During the past few days conflagrations have occurred on War Department lands in the vicinity of Ash and Aldershot one breaking but in the grounds of the Royal Pavilion at Aldershot Camp.

When the first detachment of Russian pilots went on board a steamer belonging to the Finnish Pilot Board to go to Sveaborg, the crew refused to work any longer, and deserted the ship. The vessel subsequently left for Sveaborg with the aid of Pilot Board employees.

Among awards made by the Carnegie Hero Fund trustees yesterday were £5 and 15s. weekly for eight weeks to Mrs. Annie Davison, of Hurworth, Darlington, for rescuing a child from drowning, and a watch to Jessie Chalk, 12, of Liverpool, for saving two children from being run over by a runaway horse.

When a man was summoned at the Stevenage Sessions for not sending his son to school because he had been caned by the headmaster, Admiral Sir Thomas Fellowes, chairman of the Bench, said, "When I was at school I was caned every Monday morning. We were proud of it, and should have been ashamed to complain of such a thing."

An important scheme for improving Brighton Aquarium will be considered by the Town Council. At a cost of £12,000 it is proposed to enlarge the concert hall, thus providing a permanent home for the municipal orchestra, with sitting accommodation for 3,000. This is the first part of a proposal to spend £35,000 on the institution, other improvements including the construction of a promenade.

ADVICE TO MOTHERS:—Are you broken in your best by a sick child suffering with the pain of cutting teeth? Go at once to a chemist and get a bottle of Mrs. WINSLOW'S SOOTHING SYRUP. It will relieve the poor sufferer immediately. It is perfectly harmless and pleasant to taste, it produces natural, quiet sleep, by relieving the child from pain, and the little cherub awakes "as bright as a button." It soothes the child, it softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best known remedy for dysentery and diarrhœa, whether arising from teething or other cases. Mrs. Winslow's Soothing Syrup is sold by Medicine dealers every where.

SCIENTIFIC NOTES.

In this year of centenaries one falls to be observed which has had an almost measureless influence on the industrial systems of Europe. As far as we are concerned, it may be said that the introduction of beet sugar practically killed our refineries. In France the effect was in an inverse ratio. The story of the introduction of beet sugar is graphically told in the "Revue Scientifique" by M. Lindet. It is the old story of necessity being the mother of invention. The general Continental blockade in the early years of the nineteenth century had isolated Europe from the British colonies, and scientists thought it necessary to turn their attention to procure a substitute for the sugar cane. The subject was not new to chemists, but something more than laboratory results were necessary.

As far back as 1600 Olivier de Serres, an agricultural scientist, the author of the "Theatre d'Agriculture"—a complete treatise for his time on the various operations of rural economy, a book which had such a popularity that it was frequently reprinted up to the last century—had called attention to the saccharine properties of the beet root. In 1747 Margraf, a Prussian chemist, had extracted sugar from many pot herbs, and communicated his discovery to the Academy of Berlin, the foundation of Frederick the Great, associated with Voltaire's famous squib au Maupertius, which was such a thorn in the flesh of the modern Agamemnon. Achard continued the researches, but despite the encouragements of Frederick, could not render them of any industrial value.

Under Napoleon a Commission was appointed by the Institute to study Achard's experiments. The conclusions of the Commission were favourable, and two refineries were set up—one at Saint Onen and the other in the ancient Abbey of Challes—but owing to the poor quality of the beetroot the workings were of little success for many years. It was not until 1811 that M. de Montalivet, the Minister of the Interior, was able to present to the Emperor some loaves of refined sugar of a satisfactory quality.

Napoleon, whose motto might have been "facta non verba," decreed an important subvention for the new industry, and ordered 32,000 hectares of land to be set apart for the cultivation of the beet. In 1812 some forty works were established, and the Emperor officially visited the refinery of M. Delessert, at Passy, whom he had erected a Baron of the Empire. Probably owing to the removal of Napoleon from the scene, very little real progress was made with the newborn industry, for M. Lindet states that in 1827 only 2,500 tons of beet sugar were produced and the remainder of the consumption of that time—55,000 tons—was extracted from the cane. To-day France produces more than one million tons, the greater part of which is exported and brings to the State by way of duty 150,000,000 francs, or £6,000,000.

Mr. S. O. Mast gives an interesting account in "Knowledge" of the behaviour of the loggerhead turtle in depositing its eggs. He watched the process on Loggerhead Key, Florida, in the month of July. The animal came straight out of the water about seven o'clock in the evening and proceeded directly up the beach for fifty or sixty feet. There seemed to be no selection of a place for the nest. By moving the posterior part of the body from side to side, and by throwing out the sand sideways and forward alternately with the hind flippers, she dug a trench four feet long and nearly ten inches deep in the middle. In this trench in a very complicated way she made a cylindrical hole nearly as deep as the length of the hind flippers. Into this hole the eggs were dropped—perhaps a hundred altogether. Noise and gentle touching did not cause any interruption.

After laying the eggs the turtle covered them up, filling the trench as well as the hole. "This completed, she returned to the sea and entered only a few feet from the spot where she came out. On the way down the beach I stood on her back, and she carried me (165lb.) apparently with but little effort." The turtle under observation was out of water forty-two minutes, spending three in reaching the nesting place, four in making the trench, eight in digging the hole, twelve in laying the eggs, and fifteen in filling up, smoothing over and getting back to sea. The rate of locomotion on land is about half a mile an hour.

Occasionally the geologist comes across remains which one would scarcely regard as likely to survive the lapse of ages and the changes which the rocks have undergone. For instance, a writer in the "University Correspondent" points out, in some fine-grained slates there are beautiful remains of jelly-fish preserved in the form of impressions and casts. In a recent paper fossil wasps' nests are described for the first time. The walls of these nests are made of clay with some admixture of grains of sand, and at one end of the nests, which are about the size of hazel nute, there is the entrance, exactly as in the nests of solitary wasps at the present day.

The officials of the Indian forestry service have for some time been engaged in attempts to propagate the sandalwood tree, a most valuable plant yielding an essential oil which is used in perfumery and in medicine. This tree, which has been threatened with extinction owing to various pests, is somewhat difficult to propagate; for it is a parasite and sends its roots into those of various other plants and draws its food from them. It is known to attack no fewer than 150 other species of trees—unlike the majority of parasite plants which have a limited number of "hosts," often only one species.

SUN, MOON AND TIDES.

The following are the hours and heights of the tides in Bombay Harbour during the ensuing week. Hours stated in Bombay Mean Time; depth of water is at Prince's Dock sill:—

	HIGH WATER.		LOW WATER.	
Day of Month.	Bombay Mean Time.	Depth on Sill.	Bombay Mean Time.	Depth on Sill.
	h m	ft. in.	h m	ft. in.
May 13	m 8 57	25 3	m 2 41	18 3
	8 53 a	26 0	2 45 a	19 6
14	m 9 44	26 5	m 3 15	17 3
	9 35 a	26 6	3 33 a	19 2
15	m 10 27	27 7	m 3 49	16 2
	10 15 a	26 10	4 17 a	18 10
16	m 11 9	28 6	m 4 24	15 3
	10 55 a	27 2	5 0 a	18 8
17	m 11 52	22 2	m 5 0	14 6
	11 36 a	27 3	5 13 a	18 8

The following are the hours of sunrise and sunset according to Indian Standard Time, during the ensuing week:—

May 13 (Monday)	Sunrise	6h 5m	Sunset	7h 6m
" 14 (Tuesday)	"	6h 5m	"	7h 5m
" 15 (Wednesday)	"	6h 5m	"	7h 6m
" 16 (Thursday)	"	6h 4m	"	7h 6m
" 17 (Friday)	"	6h 4m	"	7h 6m

PHASES OF THE MOON.—New Moon, May 17th, 3h. 43·6m. a.m. First Quarter, 23rd, 7h. 41·3m. p.m., Full Moon, 31st 4h. 59·6m. a.m. Last Quarter, June 8th, 8h. 56m. a.m.

At Brentford on April 23, Edward Tennyson Reed, fifty-two, the artist, was charged on remand with being a suspected person found on Ealing Common. He was now further charged with exposing obscene prints in a public place and with exhibiting the same to little girls. Mr. W. Firth prosecuted; and Mr. R. D. Muir defended. The Bench dismissed the first charge. Mr. Reed, in his evidence, absolutely denied the other charges. The Bench considered the case proved, and imposed a fine of £10, with five guineas costs. Mr. Muir immediately gave notice of appeal, and Mr. Owen Seaman and Mr. Rudolph Lehmann entered into recognisances to prosecute the appeal.

LOBSTERS don't keep green when they get into hot water, nor do faces keep fresh and clear in the tropics. What gives the complexion the bloom of freshness is Aubry Sisters' Famous Beautifier, the pet of the Americans. By cleansing the pores and feeding the tissues, it renders the skin as soft, smooth and velvety as that of a new-born infant. It is not a shiny powder nor a greasy cream, and its presence defies detection. Guaranteed harmless.—MADON SONS & Co., Crawford Market, Bombay.

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YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to:—
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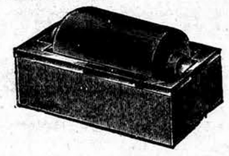
STERLING SILVER NOVELTIES.

Smelling Salts Rs. 9-8 and Rs. 13 Cash Rs. 8-8 and Rs. 11-12.

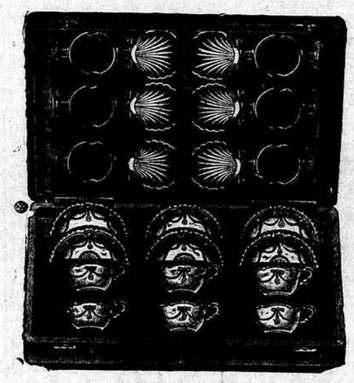
Dessert or Fruit Dish Rs. 140. Cash Rs. 126.



Stamp Damper Rs. 6.

Puff Jar Engraved glass 3½in. Rs. 13. Cash Rs. 11-12. 3½ in Rs. 17. Cash Rs. 15-4.

Pair Muffinners in case Rs. 40. Cash Rs. 36.

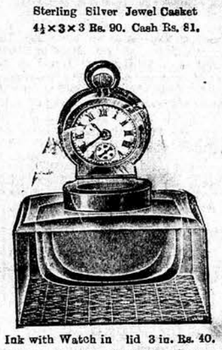


Afternoon Cup and Saucers. Sterling Silver mounted China case complete Rs. 210. Cash Rs. 189.

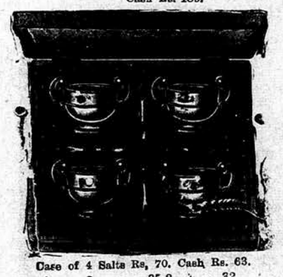
Engraved Glass Silver mounted Scent bottles different designs Rs. 24. Cash Rs. 21-8 4in. 28. Cash Rs. 25-4.

Sterling Silver Jewel Casket 4½×3×3 Rs. 90. Cash Rs. 81.

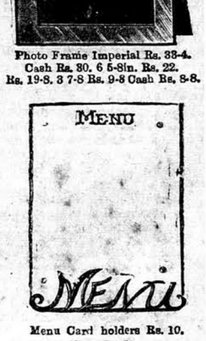
Photo Frame Imperial Rs. 33-4. Cash Rs. 30. 6 5-8in. Rs. 22. Rs. 19-8. 3 7-8 Rs. 9-8 Cash Rs. 8-8.



Ink with Watch in lid 3 in. Rs. 40. Cash Rs. 36. 3½in. Rs. 46. Cash Rs. 41-8.



Case of 4 Salts Rs. 70. Cash Rs. 63.
" 2 " " 35-8 " " 32



Menu Card holders Rs. 10. Cash Rs. 9.

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His Imperial Majesty the King-Emperor's stud of Motor Cars consists entirely of Daimlers and H. I. Majesty has just honoured the Daimler Co. with an order for one of their 1912 models,

Obtainable at English prices plus cost of importation from the SOLE AGENTS IN INDIA.
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This extraordinary rejuvenating essence strengthens the vitality of the whole system, gives energy to the muscles, and speedily restores the impaired powers of life, imparting strength and manly vigour to the most debilitated and worn out constitution. Those who suffer from Premature Decay, or deficiency or the Vital Forces, owing to dissipation, worry, overwork, excesses, or any other cause, will find this medicine just what they require. Equally adapted for the studious and sedentary; the aged and infirm; the nervous and debilitated; as also for delicate females and weakly children. All sufferers from loss of appetite, nervous headache, lassitude, and despondency—too often accompanied with suicidal thoughts—should make immediate and fair unprejudiced trial of this wonderful medicine, which is daily effecting the most remarkable cures in patients who had been given up by the Faculty as incurable, and left to drag out the remainder of their existence a misery to themselves, and a continual anxiety to their friends. In all cases of nervous and functional debility, epilepsy, impurity and poorness of the blood, aversion to and incapacity for society, study, or business, giddiness, disturbed sleep, harassing dreams, loss of memory, and other symptoms, the result of self-acquired ailments that embitter and shorten life, it is truly unrivalled. To married persons especially, this preparation will prove invaluable, giving strength and vigour in place of lassitude and incompetency. Price 11s., or four times that quantity, 33s., per Bottle.

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HYDROCELE in any form, acute, or chronic, Hernia, Elephantiasis and all sorts of rectum and scrotum diseases are cured by an infallible, harmless and wonderful remedy consisting of 36 vegetable drugs and 106 vegetable oils.

BLEEDING AND BLIND PILES.—Fistula, Fissure of the anus, and all inflammatory complaints of the rectum, whether cause much irritation, burning and pain, are thoroughly cured without the least pain or inconvenience to sufferers.

FATTY OR WINDY BODY.—The undue increase of the size of the belly and abdomen, parts of the waist, flesh, and other limbs of the body, and the consequent weakness and depression. The persons who do not find rest or happiness under such condition and feel very miserable. They can be easily cured and can experience a reduction of 4 to 9 inches in their body at 15 days' application of oil. Also Rheumatism, Gout, and Paralysis, acute of chronic, cured by the application of oil and pill. The effect of cure is experienced after 15 days' treatment.

SPERMATORRHŒA, STERILITY, and monthly disorders, and other obstinate uterine diseases are permanently cured no matter how old the patient or disease may be.

DIABETES.—Rapid as Mellitus—and complaints thereto, both acute and caronic, are thoroughly cured harmless Vegetable Pills.

ALL BILIOUS COMPLAINTS, DYSPEPSIA, heating sensation in Throat or Chest, Sour, Bitter or Sweet taste in the mouth, heartburn, headache caused thereby, and loss of appetite are easily cured.

ALL NASAL COMPLAINTS.—Whitery, blood or pus discharges from the nose, formation of scales or fresh globules in the nose causing obstruction to breathing, are perfectly cured by an effective smelling powder.

PATIENTS ARE NOT REQUIRED TO UNDERGO INCONVENIENCES AND DANGER OF OPERATIONS.

Price as follows:—

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LEPROSY.—Black and white—and BLOOD-DISORDERS are satisfactorily cured by my unfailable remedy consisting of pills and ointment for 15 days, Rs. 12-8.

ELEPHANTIASIS and similar inflammatory complaints of legs and hands, causing pain, itching, and irritation cured thoroughly by the use of the oil. Medicine for 30 days, Rs. 15-8

ASTHMA, COUGH, Difficult Respiration, Hooping Cough Cold, Throat Irritation Consumption, Blood Phlegm, and similar diseases of the Lungs, Bronchitis, are cured by a month's treatment. Medicine for 15 days, Rs. 9-12.

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Dear Sir—I have much pleasure to say, that your Medicine cured me a perfect cure from hydrocele and piles from which I had been suffering for the last 12 years and my wife from the undue increase of fatness in body which she was suffering from for the same period.

I tried good many European and native Doctors but to no effect. I have full confidence in your vegetable drugs and shall be most happy to recommend to my friends.

Yours faithfully—(Sd) H. W. WILLIAMS

Bombay, 14th Feoruary 1910.

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To Dr. BALKRISHNA NARAYEN JOSHI, Tram Terminus Tardeo.

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Thanking you for the same and I sincerely trust your medicines will be soon known by all sufferers, I would very much advise you to advertise more freely in all newspapers. I shall always recommend you to my friends.

Yours faithfully,

J. WILBRAHAM, Government Telegraphs.

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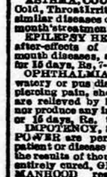

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TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAËL *bears, in addition to the registered trade-mark:*

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CLETEAS *is a* MELISSA and MINT *cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar.*

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